

AMC **DATA BOOK**



AMC DATA BOOK





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TOPIC OF CONFIDENTIAL

buyer protection plan

AMC **Buyer Protection Plan®**

1976 New Car Guarantee

When you buy a new 1976 AMC car from an American Motors dealer, American Motors Corporation* guarantees to you that, except for tires, it will pay for the repair or replacement of any part it supplies that is defective in material or workmanship.

This guarantee is good for 12 months from the date the car is first used or 12,000 miles, whichever comes first. All we require is that the car be properly maintained and cared for under normal use and service in the 50 United States or Canada and that guaranteed repairs or replacement be made by an American Motors dealer.

This guarantee excludes consequential damage.

*In Canada, American Motors (Canada) Limited.

Litho in U.S.A.

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What Is It?

It's our way of showing that we care about you after you buy your AMC car. For years, car buyers in this country have been saying what they really want is a good car they can count on. That's why American Motors and the AMC dealers put together the Buyer Protection Plan for Pacer, Gremlin, Hornet and Matador owners.

How Is It A "Plan"?

Because in addition to a no-arguments new-car guarantee, it provides other assurances for your satisfaction and convenience.

This guarantee gives you 12-month or 12,000-mile coverage on a lot of things most car warranties don't. It covers wiper blades, brake linings, light bulbs—literally everything we put on the car except tires. In other words, if something we did goes wrong with your '76, you won't have to pay for the parts and the labor. We will. (As you'd expect, you must see that your car is maintained, at your expense, according to the 1976 Mechanical Maintenance Schedule.)

Related features:

1. Guarantee service for owners who move or travel.

If you move to a new locality or are traveling, authorized AMC dealers in the 50 United States or Canada will perform Guarantee repairs for you.

2. Guarantee coverage for subsequent owners.

After the first owner, subsequent owners are eligible for any unused Guarantee coverage. The plastic Vehicle Identification Card should stay with the car when it is resold.

3. Tire Policy.

The tire manufacturer provides a limited warranty for the tires supplied with your new car. Specific warranty information and tire adjustments are handled directly with owners by the tire manufacturer's distributors, dealers or retail stores. Your AMC Dealer will assist if you need help in securing an adjustment.

4. A Loaner Car When You Need It. Free.

Not only do we offer you a strong guarantee, we've set up a system to back it up without inconveniencing you.

If your car needs Guarantee repair work, and "same-day" (morning to evening) service cannot be completed, your participating dealer will provide you with a free loaner car for overnight use until your car is ready (you should comply with your dealer's work schedule). A nice, clean, well-equipped car in good condition. Free.

5. Special Trip Interruption Protection.

If you're 100 miles or more from home and a servicing AMC dealer can't provide same-day Guarantee repairs for your car, interrupting your trip, we will reimburse you for reasonable extra lodging and meal costs up to \$150, based upon your actual expenses. Submit receipts to the AMC dealer who serviced your car. He'll handle the paperwork that generates a direct reimbursement from Detroit to you. And this Trip Interruption Protection is also free.

6. A Direct Line to Detroit. Toll-Free.

We've made some big promises. We fully intend to keep them. But, just in case you have a problem, we have a way of handling it. As an owner of a '76, you get a toll-free number of a person in Detroit (or Brampton, Canada). If you call, we promise you'll get results. And fast. So, if a servicing problem or other difficulty occurs, do the following first.

- First try to resolve the problem at the dealership with the Service Manager or other top official.
- If you want further help, call the local American Motors Sales Corporation Zone Office or ask your dealer to do so.
- If you've tried these two steps and still want help, call us in Detroit (or Brampton, Canada). The toll-free number will appear on the back of your plastic Vehicle Identification Card. To get this number before your card arrives (usually in about six weeks), just ask your dealer. If you write instead, please include your phone number.

Vehicle Identification Card. About six weeks after buying your new AMC car, you'll receive a plastic Vehicle Identification Card through the mail. The card identifies your car for Guarantee service. It should be presented to the service manager when your car needs attention. Be sure to *keep it in the glove box* so it will be handy when you need it.

If you should need Guarantee service before the plastic card arrives, you can get it by presenting the Temporary Vehicle Identification Card. Your AMC dealer will fill in all the necessary information on the card when he presents you with the keys to your new AMC car.

Double "BUYER PROTECTION PLAN"

Every customer who buys a new 1976 AMC product can extend their standard BUYER PROTECTION PLAN coverage by purchasing the Double BUYER PROTECTION PLAN for only \$149.00 (suggested retail price). This extended coverage provides all of the benefits of the BUYER PROTECTION PLAN for 2 years or 24,000 miles, whichever comes first. It includes:

- The famous AMC Full 12-Month/12,000-Mile Warranty coverage for 2 years or 24,000 miles.
- Free loaner car when guarantee repairs keep your car overnight (from participating dealers).
- Trip Interruption Plan
- Free owner "Hot line" to Detroit if you have problems that cannot be resolved by your dealer or the zone.

The Double BUYER PROTECTION PLAN is available only with AMC products. Its main advantage to the owner is that it provides worry-free driving for the whole 2 years or 24,000 miles. In a time of rising labor and parts costs, it is reassuring to know that they will not be burdened by the cost of expensive repairs.

In addition, the regular servicing provided by the plan provides a properly maintained car that can be worth more at trade-in time to both the owner and the dealer.

Remember—only AMC has the BPP *and* the Double BPP.

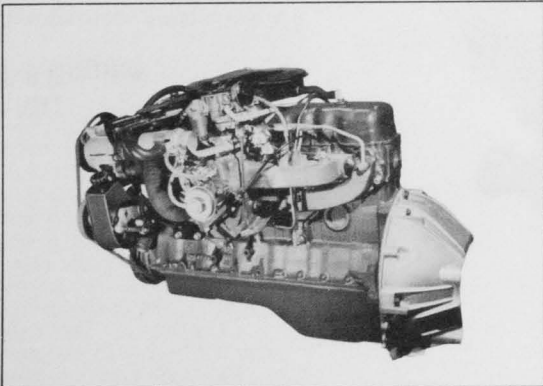
mechanical

engine

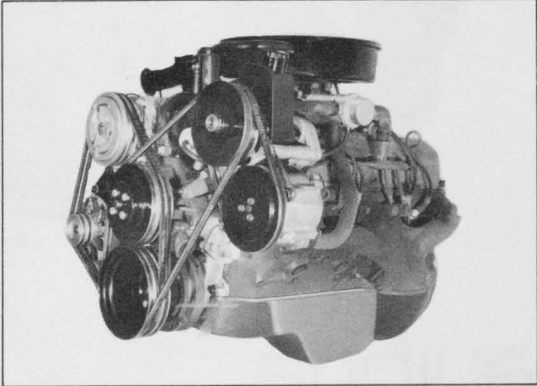
1976 Engine Specifications and Usage

1976 AMC Engine Specifications and Allocation	6 Cylinder Engines			V-8 Engines		
	232 CID 1 B.	258 CID 1 B.	258 CID 2 B.	304 CID 2 B.	360 CID 2 B.	360 CID 4 B.
Displacement, Cu. In. Cu. Cm.	232 3802	258 4229	258 4229	304 4983	360 5900	360 5900
Bore	3.75	3.75	3.75	3.75	4.08	4.08
Stroke	3.50	3.90	3.90	3.44	3.44	3.44
Compression Ratio	8.0:1	8.0:1	8.0:1	8.4:1	8.25:1	8.25:1
Carburetor	1-Barrel	1-Barrel	2-Barrel	2-Barrel	2-Barrel	4-Barrel
Exhaust System	Single	Single	Single	Single	Single	Dual
Fuel Required	Unleaded	Unleaded	Unleaded	Unleaded	Unleaded	Unleaded
Engine for . . .						
Gremlin	Standard	Optional	—	Optional	—	—
Hornet	Standard	Optional	—	Optional	—	—
Pacer	Standard	Optional	Optional	—	—	—
Matador						
2-Dr. Coupe	—	Standard (a)	—	Optional	Optional	Optional
4-Dr. Sedan	—	Standard (a)	—	Optional	Optional	Optional
Wagon	—	—	—	Standard	Optional	Optional

(a) Not available in California



Six Cylinder Engine



V-8 Engine

Low Profile
Six Cylinder Engine

American Motors is famous for economical and durable engines. The AMC six which utilizes a modern overhead valve design is no exception. Some of the features which make the AMC six such a dependable engine are detailed below.

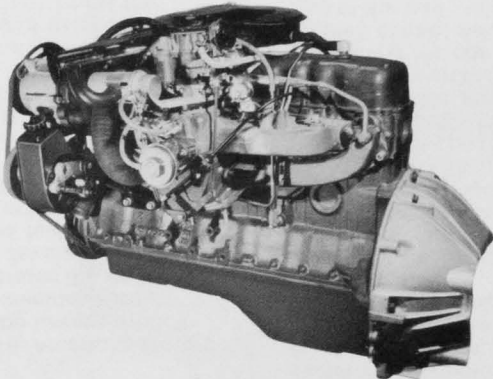
- “Hot-Spot” intake manifold maximizes fuel vaporization for lean air/fuel mixtures and quick cold weather starts.

1976 Engine advancements for reduced emissions and improved performance include:

- Electric choke on engines with manual-transmissions for better driveability.
- “Notch poppet” design thermostat aids warm-up.
- Relocated carburetor venturi shaft improves intake.
- Refined fuel system component arrangement covering tank, lines, filter cap, vent check valves, etc. helps prevent fuel loss during engine roll-over.

Overhead valve design permits large diameter intake and exhaust valves for better engine breathing, full-length water jackets for improved cooling provisions, and high compression for efficient, economical engine operation.

Engine block (thinwall, precision-cast iron) is a lightweight casting to help provide a high horsepower-to-weight ratio. Designed for maximum rigidity and noise dampening with minimum deadweight.



The crankshaft is cast from malleable iron and features seven main bearings of steel-backed micro-babbitt alloy. Eight counterweights (instead of four as on many other crankshafts) are used to minimize vibration and increase crankshaft efficiency.

Connecting rod bearings are constructed of steel-backed sintered copper-lead alloy.

Combustion chambers are wedge-shaped and cast in the head and piston crown. They are designed to induce turbulence of the fuel mixture, providing more complete combustion and lower spark voltage requirements.

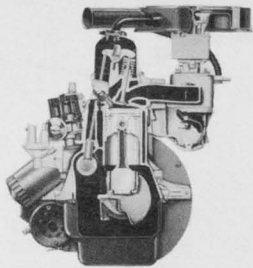
Hydraulic lifters compensate for variations in the valve linkage, thereby providing a quieter engine operation and permitting valves

to seat properly and maintain full compression. Valve clearance adjustments are not required.

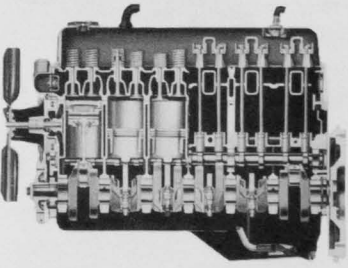
Short-stroke design reduces piston travel for less friction-energy loss, more available power, quieter engine operation, and longer engine life.

Pistons are cam-ground and constructed of aluminum alloy with a steel insert. Two cast iron rings and one three-piece steel ring control compression and oil. Piston is of “Auto-thermic” design for more efficient combustion and strength.

Valves Free-rotating valves minimize carbon deposits to help maintain full compression. Exhaust valve seats (in-head) are induction hardened for long service life.



Front Cross-Section View,
Six-Cylinder Engine.



Left Cross Section View,
Six-Cylinder Engine.

engine

AMC V-8 Engine

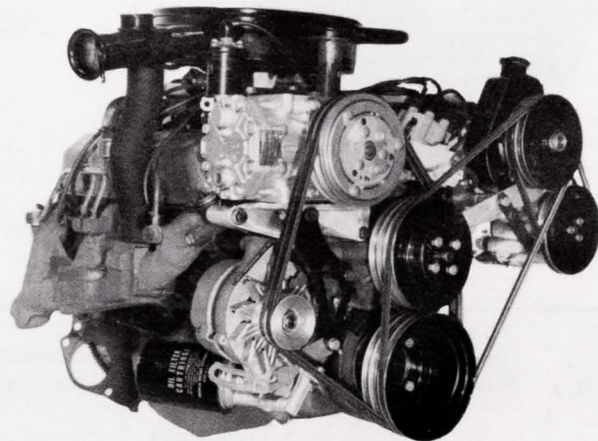
The American Motors V-8 is a modern short-stroke design that minimizes piston speed (and wear) and keeps reciprocating weight to a minimum and provides lively engine response to throttle commands. Some of the features which contribute to the dependable and economical operation of AMC's V-8s are detailed below.

- Air gap insulator reduces heat transfer from engine to carburetor resulting in improved hot engine restart.
- 4-barrel carburetors have smaller primary and larger secondary metering valves for a gain in fuel economy.
- 3-belt accessory drive system for more efficient power transfer to engine accessories.
- Quiet mufflers and "heat shield" insulation between muffler and floor pan make for driveability.

Overhead valve design permits large diameter intake and exhaust valves for better engine breathing, full-length water jackets for improved cooling provisions, and high compression for efficient, economical engine operation.

Engine block (thinwall, precision-cast iron) is a lightweight casting to help provide a high horsepower-to-weight ratio. Designed for maximum rigidity and noise dampening with minimum deadweight.

The crankshaft is cast from malleable iron and features five main bearings of steel-backed alloy lining. Six counter-weights are used to minimize vibration and increase crankshaft efficiency.



Connecting rod bearings are constructed of steel-backed sintered copper-lead alloy.

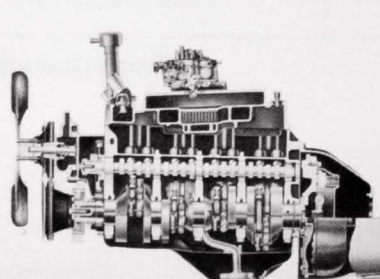
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Hydraulic lifters compensate for variations in the valve linkage, thereby providing a quieter engine operation and permitting valves to seat properly and maintain full compression. Valve clearance adjustments are not required.

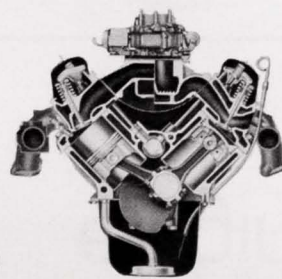
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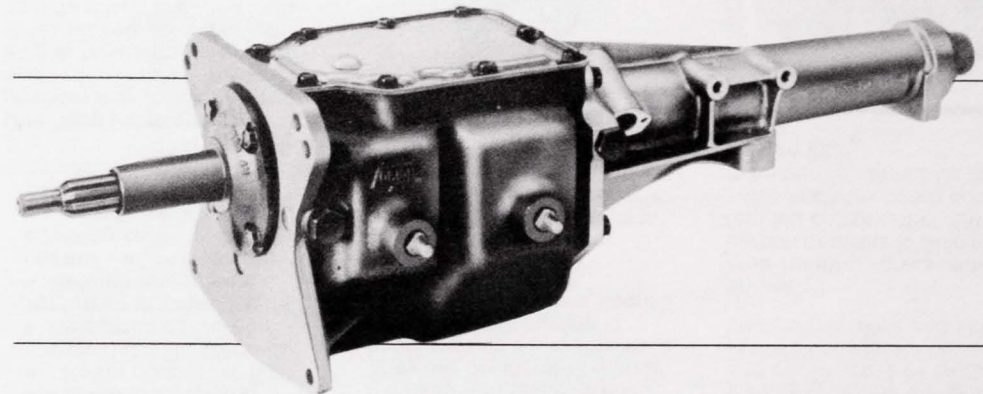
Left Cross Section View, V-8 Engine.



Front Cross Section, V-8 Engine.

transmission

Three Speed Manual



3-speed manual transmission is standard on all AMC vehicles except the Matador Wagon. It has been designed to handle the torque loads on most present and future AMC engines as well as provide easier and smoother operation. Some of the many features of this transmission are listed below.

- Fully synchronized.
- More positive shift interlock—Due to use of hardened steel shafts that move in machined bores in the casing.
- Shaft forks are larger and heavier for easier shifting.
- Substantially heavier gears, shafts, and synchronizers for improved durability.
- In reverse:
 - Integral reverse idler gear eliminates rough engagements.
 - Back-up light switch is threaded into the transmission case rather than mounted externally. This eliminates any adjustment.
- A larger input shaft with diameter of front bearings 1/4 inch larger than previously.
 - The diameter of the pilot bearings are twice the size of those used in the former transmission. For this reason, the new unit is better suited to accommodate overdrive.

• Gear Ratios—

	1976 Ratios
1st	2.99:1
2nd	1.75:1
3rd	1:1
Reverse	3.17:1

(Final drive in overdrive—.778:1; overdrive is available with any axle ratio offered on Gremlin or Hornet models with sixes and manual transmissions.)

Overdrive

For 1976, American Motors offers the latest Laycock J-Type overdrive which incorporates the de Normanville system developed in England. This new fuel stretching overdrive unit has been adapted especially for AMC's 232 and 258 six cylinder engines with manual transmission and is available with any axle ratio on Gremlin and Hornet models. Some of the consumer benefits of overdrive under open highway or expressway conditions include the following:

- Materially reduces engine wear.
- Cuts gasoline consumption.
- Utilizes engine power more effectively.
- Improves resale value.
- Reduces engine noise and contributes to a quieter ride.

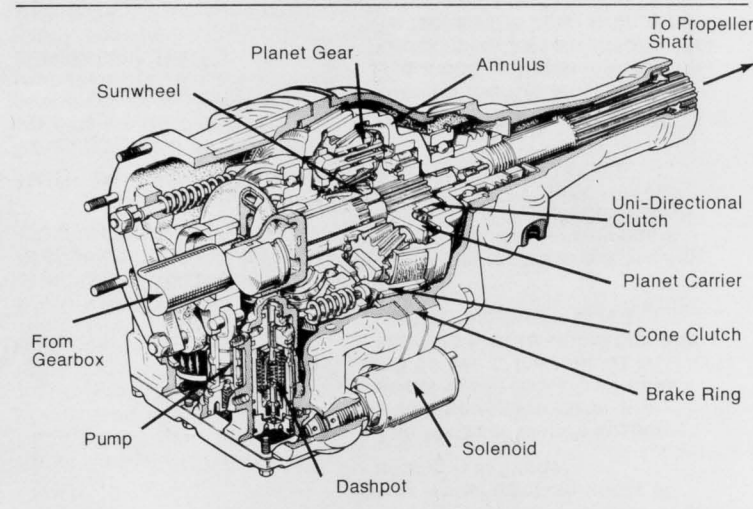
These overdrive advantages result from its ability to rotate the propeller shaft at a higher speed than the car's engine, in effect lowering engine speed at any given road speed. For example, at 55 miles per hour, normal engine speed in third gear is 2,200 rpm. With overdrive in operation, it drops to 1,711 rpm. At no time is there a free-wheeling condition or loss of engine braking capabilities. On AMC cars, overdrive can only be operated in third gear. It is engaged or disengaged automatically at speeds above approximately 35 mph when the overdrive control switch is in the "on" position. The driver may also engage or disengage overdrive manually by pushing the conveniently located control switch on the end of the turn indicator lever. In addition, an indicator light on the instrument panel alerts the driver that the transmission is in overdrive. For highway passing acceleration, fully depressing the accelerator

transmission

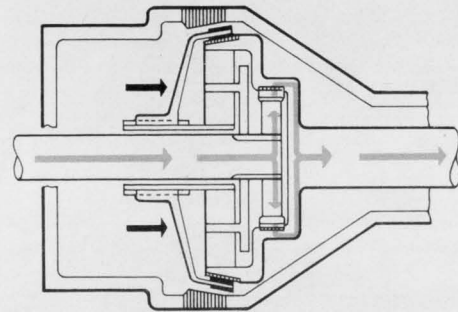
Overdrive

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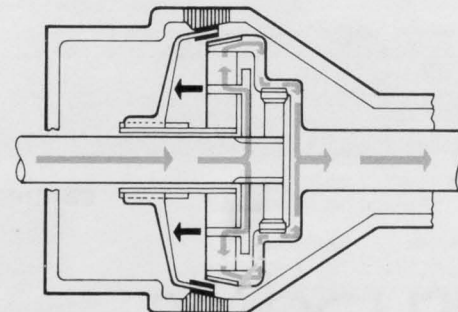
automatically disengages overdrive. When the accelerator returns to normal position, the overdrive unit will re-engage automatically. The overdrive unit itself is extremely compact in size and weighs only 25 pounds. It is installed between the gear box and the propeller shaft. Refinements incorporated into the J-Type permit it to handle the full torque range of AMC automobiles. With overdrive in operation, power from the engine goes through the manual gear box to the overdrive input shaft, which in turn is connected to a uni-directional clutch by a series of gears. When overdrive is not engaged, this entire internal gear train is locked permitting engine torque to reach the propeller shaft directly. With the overdrive switch circuit complete, a build-up of hydraulic pressure in the unit causes a sliding cone clutch to move forward and engage a brake ring. The sunwheel to which the clutch is attached is therefore held stationary. As the input shaft continues to rotate, a planet carrier rotates with it; and planet wheels rotate around the sunwheel to drive an annulus gear that is connected to the propeller shaft, thus providing a numerically lower gear ratio between the transmission and the axle.



In Direct Drive



In Overdrive



1976 "Torque-Command" Automatic Transmission

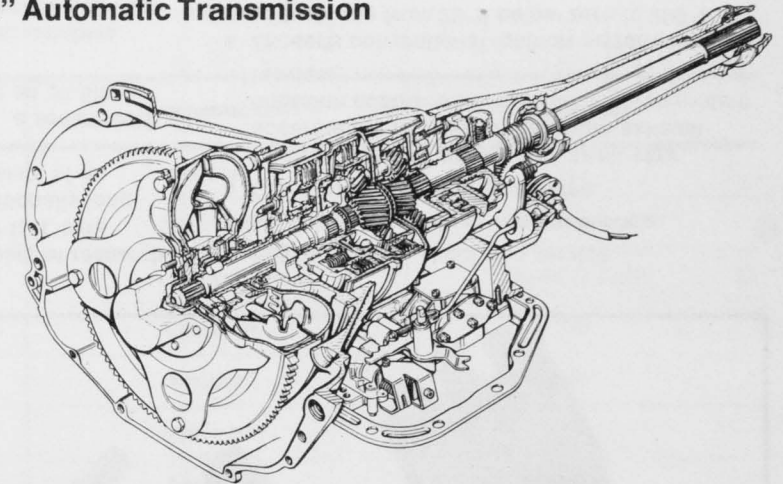
All AMC models with 6 cylinder or V-8 engines are available with "Torque-Command" column shift automatic transmissions. In addition, floor shift is offered on Matador Coupe, Gremlin, Pacer and Hornet Hatchback models. Some of the consumer benefits provided by the AMC "Torque-Command" transmission include:

- Smooth shifts.
- Responsive pick-up.
- Quiet operation and durability.
- Oil cooling—To help combat hot weather/stop and go driving. ("Torque-Command" automatic transmissions are equipped with an oil cooler located in the bottom of the engine cooling radiator.)
- An "auxiliary" transmission oil cooler is offered for heavy-duty trailer hauling and can be ordered under the optional Trailer Towing Package No. 2 for Matadors.

The following features of the 1976 "Torque-Command" automatic transmission ensures smooth operation and reliable performance:

Transmission:

- Large friction elements for longer life.
- Large shafting for increased capacity and life.
- Large clutch assemblies and "belleville" springs.
- Large capacity front pump and vent.
- Utilization of an accumulator system for better shift quality, pressure control, and refined calibration.
- Simpson (double planetary) gearset for quiet operation and long life.
- Ball bearing on output shaft.



- Rugged and simplified parking mechanism.
- Governor, integral with output shaft.
- Boot-type rear seal.
- Integral front and rear servos mounted in case.
- Integral case and converter housing (aluminum).
- Filter on pump inlet (in place of screen).
- Transmission-mounted neutral safety switch for simplicity and greater accuracy.
- Mechanical throttle valve linkage for greater reliability and adaptability to emission requirements.

Torque Converter:

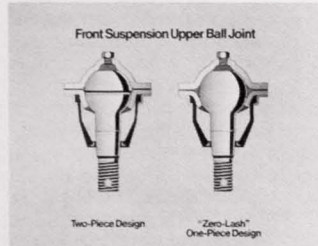
- Fully brazed.
- Cover-piloted turbine.
- The 1976 "Torque-Command" automatic transmission does not require band adjustment and does not require oil change under normal conditions.

Transmission Action

Park	Transmission lock plus engine start
Reverse	2.20:1 gear ratio
Neutral	Engine start
Drive	1st gear start with automatic upshifts to 2nd and 3rd gears 1st—2.45:1 2nd—1.45:1 3rd—1.00:1
Second	1st gear start with automatic upshift to 2nd gear
First	1st gear start with no automatic upshift.

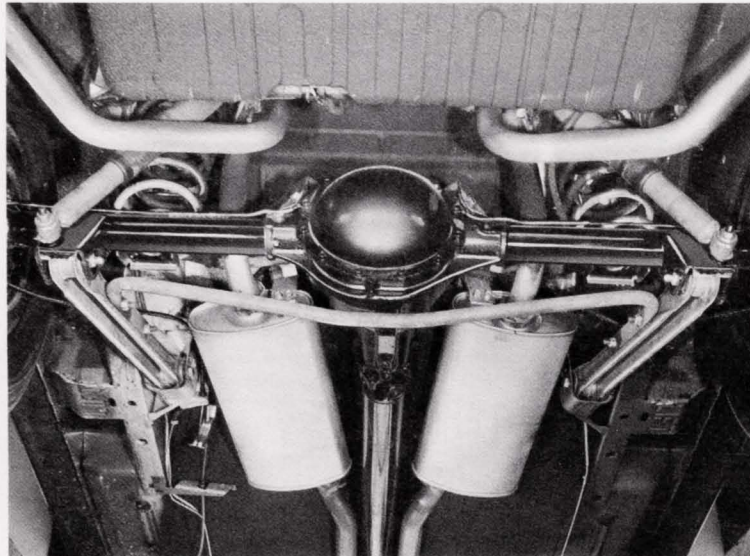
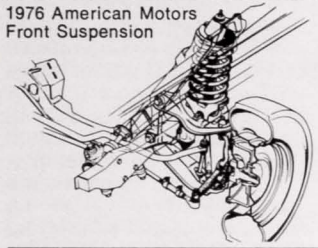
suspension

1976 American Motors Suspension Features



1976 Front Suspension Upper Ball Joint

1976 American Motors Front Suspension



Front Suspension

For 1976, American Motors continues to utilize "Twin-Ball-Joint" front suspension on Gremlin, Hornet, Pacer, and Matador models. This design which among other advantages permits suspension geometry which minimizes "Front-End-Diving" under heavy braking. In '76, the upper ball-joints use a "Zero-Lash" one-piece design ball which is stronger, seals better, and stays tighter longer. In addition, a more resilient rubber bushing is used with each front strut which reduces the amount of road disturbances transmitted to the passenger area. Front sway bars for six cylinder models to further improve front roll stability are part of the Optional Heavy Duty Suspension Package for Gremlin, Hornet and Pacer. All V-8 models have the front sway bar as standard equipment.

"Tru-Centric" wheels are being used for all 1975 models. "Tru-Centric" wheels improve wheel and tire balance, thus reducing vehicle vibration and helps provide an exceptionally smooth ride.

Pacer

Pacer employs the American Motors Twin Ball Joint front suspension above but in the Pacer application high spring towers are eliminated providing more engine compartment room. New steering geometry helps minimize front end "nose dive." Road noise and vibration is effectively insulated from the body structure with rubber.

Rear Suspension

Two unique rear suspension systems are used on 1976 AMC passenger cars. Gremlin and Hornet models employ computer selected leaf springs and shock absorbers to tailor the suspension to the specific vehicle weight. Matador utilizes a coil spring and shock absorber combination. Specific features of the suspensions are detailed below.

Matador

For 1976, a four link trailing arm rear suspension is utilized on all Matador models. This system improves stability of the car in either loaded or unloaded conditions and provides outstanding axle control and

rear wheel tracking under all driving conditions.

The Matador Wagon suspension features low outer-arm pivots which provide a higher roll center at the rear. This provides a more stable ride and greater resistance to roll and sway.

To further increase roll or sway resistance, a rear sway bar is optional on all Matador models. It is also a part of the Heavy-Duty Handling Package.

Gremlin, Hornet and Pacer

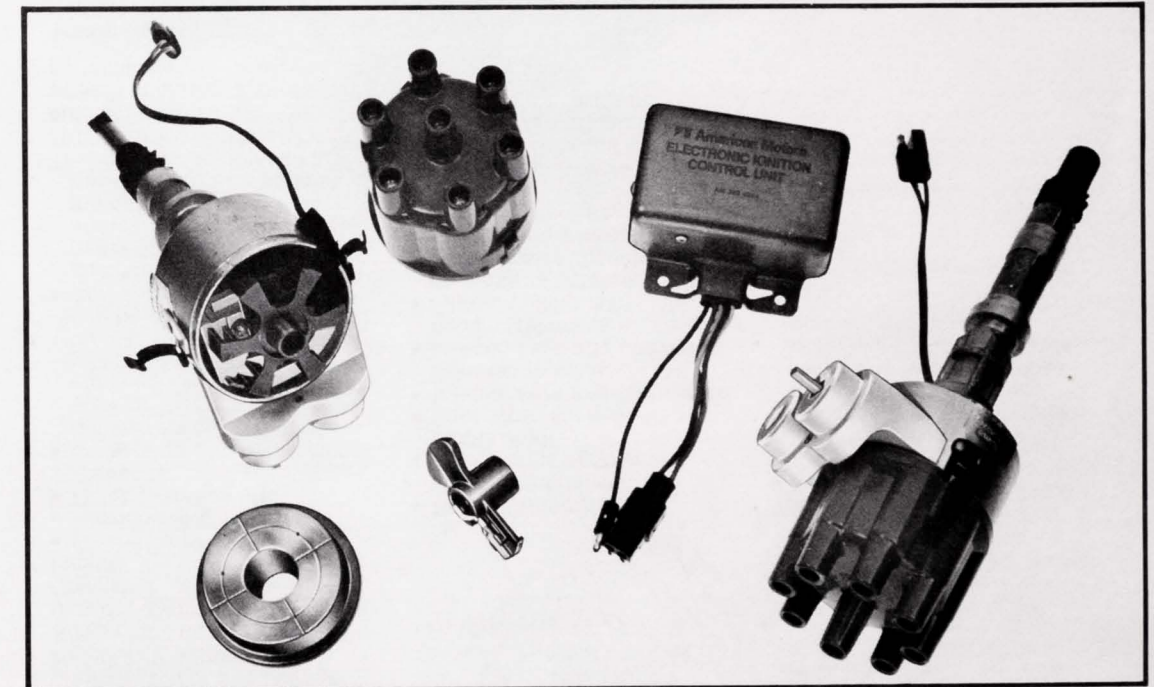
Gremlin, Hornet and Pacer all use a conventional leaf spring/shock absorber rear suspension. To isolate the body from road noise and vibration, the front of the rear leaf springs are attached to the body with special dual-rate rubber bushings. These also help eliminate clutch chatter on manual transmission-equipped Gremlin, Hornet or Pacer models. The rear shock absorbers also employ a bayonet-type mounting (instead of the "eye" type) to also help eliminate road noise entering the passenger compartment.

ignition system

Among all components, frequency of electrical system problems have ranked among the highest in all automotive products. AMC vehicle electrical components have been continually refined and upgraded and for 1976 are designed to minimize all chance of malfunction.

ELECTRONIC IGNITION

All 1976 AMC vehicles have the breakerless electronic type ignition system as standard equipment.



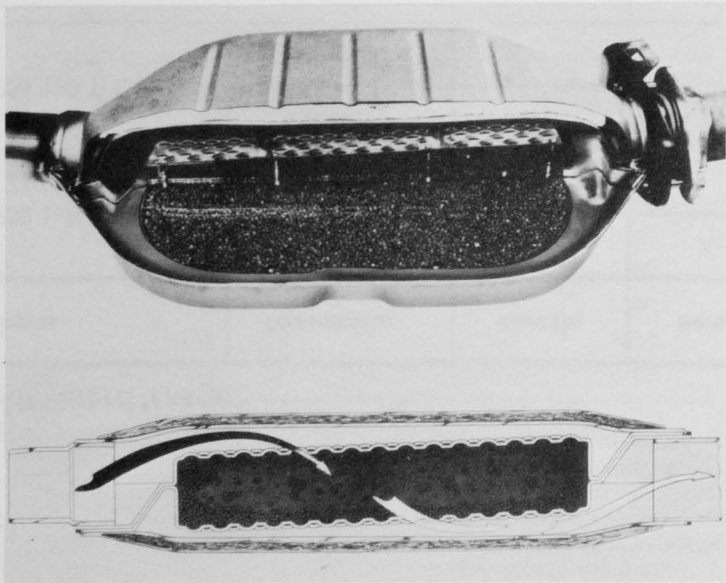
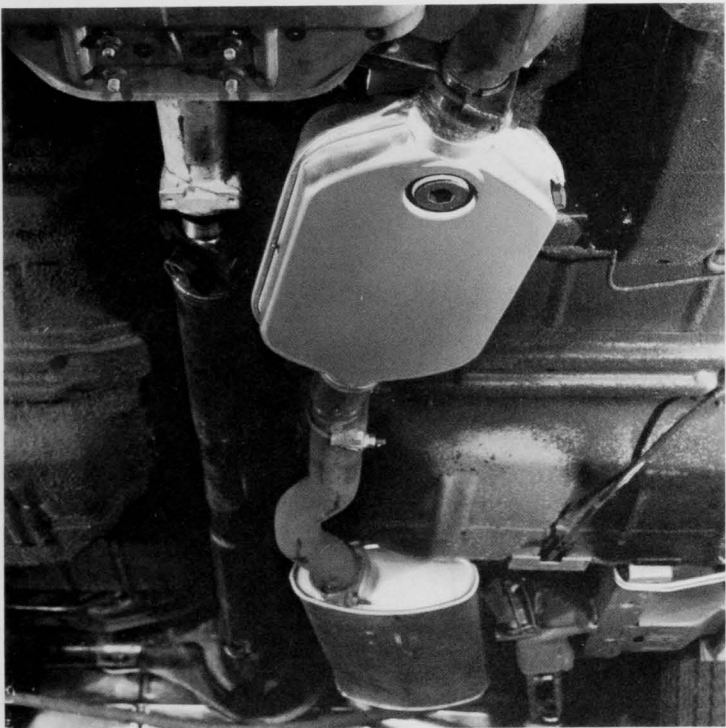
This system is the culmination of years of research and development. It is designed for fast, sure starts in all kinds of weather, exceptionally long life, and minimum servicing. It consists of an electronic control pak, a distributor with conventional advance mechanisms, a sensor and trigger wheel in the distributor, and an oil-filled ignition coil.

Electronic ignition eliminates those variables that cause deterioration in the conventional ignition system and offers the following advantages and benefits.

- Has exceptionally long life with longer intervals between tune-ups.

- Easy to trouble shoot and service.
- No points to erode or require service.
- Condenser has been eliminated.
- Controls ignition timing and dwell very accurately, resulting in maximum exhaust emission control with minimum ignition system service.
- Exceeds conventional ignition performance on all tests run from 20°F below zero to 200°F.
- With cranking voltages as low as 6 volts, 17,000 volts are still available to fire spark plugs.
- Delivers extremely accurate firing from cylinder to cylinder.

emission control features



American Motors has been actively engaged in reducing air pollutant emissions since the early 1950's. Substantial progress has been made, and our cars meet the new, more stringent standards. To assure that the following systems continue to function properly, use *only* unleaded fuels and follow the recommended maintenance schedules as indicated in the 1976 Owner's Manual.

Catalytic Converter

For 1976, AMC is utilizing catalytic converters on some models to help reduce air pollutant emissions. A catalytic converter is a muffler-like canister located in the exhaust system between the engine and muffler. It is filled with small alumina beads coated with a platinum palladium mixture which act as the catalyst. When the undesirable carbon monoxide and hydrocarbon gasses pass over the coating at high temperatures, they are converted into harmless carbon dioxide and water vapor. Only unleaded fuel must be used with converters since the lead tends to coat the catalyst.

If the catalyst has been contaminated by the use of leaded fuels, it may be necessary to have the coated beads replaced. This, by the way, is a relatively simple operation with the proper equipment. In addition, extended use of a converter-equipped vehicle under conditions involving a major engine malfunction may result in damage to the converter. In this case, it may be necessary to have the entire converter replaced.

The catalytic converter is designed to last the life of the car under normal usage and service.

Converter Usage

Engine	Transmission	Converter*
232 1-B 6 Cyl.	Manual	No
	Automatic	No
258 1-B 6 Cyl.	Manual	Matador Only
	Automatic	No
258 2-B 6 Cyl.	Manual	No
	Automatic	No
304 2-B 8 Cyl.	Manual	Yes
	Automatic	Yes
360 2-B 8 Cyl.	Automatic	Yes
360 4-B 8 Cyl.	Automatic	Yes

*All cars sold in California are equipped with converters.

Exhaust Gas Recycle System (EGR)

The exhaust gas recycle system, used on all AMC cars, is required to meet California and nationwide Federal Regulations on emission of nitrogen oxides. This system features a vacuum operated flow control valve which meters a portion of the exhaust gas into the intake manifold for recycling. This reduces the combustion temperature which reduces the formation of nitrogen oxides. For 1976 a new modulator has been added to improve driveability.

TCS System

The transmission controlled spark (TCS) system is used only on models sold in California to achieve additional nitrogen oxides control. This system reduces nitrogen oxides

and hydrocarbon emissions by controlling vacuum spark advance. A solenoid valve, controlled by the transmission (manual or automatic), regulates the vacuum signal to the distributor. TCS needs no regular maintenance except checking to make certain that hose connections are tight.

Fuel-Tank Vapor Emission Control

This system minimizes the escape of gasoline vapors into the atmosphere by routing the fuel-tank vapors to the engine. Vapors are all-vented to a charcoal cannister which stores the fuel vapors. When the engine is running, vacuum from the engine pulls the vapor from the cannister into the engine, thereby eliminating all fuel vapors escaping to the atmosphere.

"Air-Guard" System

This exhaust emission control system, which uses an engine-driven air pump, promotes oxidation of hydrocarbons and carbon monoxide in the exhaust manifold by injecting filtered air into the exhaust ports.

emission control

Air Guard Usage*

Engine	Transmission	Gremlin	Hornet	Pacer	Matador
232 1-B 6 Cyl.	Manual		X	X	
	Automatic				
258 1-B 6 Cyl.	Manual		X	X	X
	Automatic				X
258 2-B 6 Cyl.	Manual			X	
	Automatic				
304 2-B 8 Cyl.	Manual	X	X		
	Automatic	X	X		X
360 2-B 8 Cyl.	Automatic				X
360 4-B 8 Cyl.	Automatic				X

*All California cars.

Positive Crankcase Ventilation (PCV)

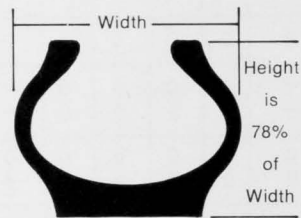
The PCV system eliminates the emission of crankcase fumes into the atmosphere by recirculating these fumes back into the engine for burning.

American Motors Emission Control System Warranty

American Motors warrants to the owner that his vehicle (and, in the case of a vehicle rated at more than 6,000 lbs. G.V.W., that the engine installed in such vehicle), is (1) designed, built, and equipped to conform, at the time of sale, with applicable regulations of the Federal Environmental Protection Agency issued under Section 202 of the National Emission Standards Act, and (2) free from defects in materials and workmanship, at the time of sale, which would cause such vehicle or engine to fail to conform with such regulations for a period of five (5) years from date of first use or 50,000 miles, whichever occurs first. American Motors obligation under this warranty is to repair or replace, at an authorized American Motors Dealer's place of business, any part which proves to be so defective, required to bring the vehicle or engine into conformity with such regulations. This warranty applies only to vehicles first sold and used in the United States.

identification

Modern tires are now identified by a combination of letters and numbers, for example F78 x 14. The F designates the rim width as 7.75 was used previously. The 78 indicates the tire series and also that the height of the tire is 78% of its width as shown in this illustration.



78 Series

The 14 denotes the rim diameter in inches.

Radial type tires are identified by an R used as the second letter of the tire size as in FR78 x 14. All American Motors passenger cars are equipped with tires rated as Load Range B by the Department of Transportation. Load Range B is a measure of the tire's maximum load capacity when inflated to a maximum cold inflation pressure of 32 p.s.i. The chart below details the maximum load carrying capacity for each of the seven tire series when inflated to 32 p.s.i.

Maximum Load Capacity Per Tire @ 32 p.s.i. Cold Inflation Pressure (in lbs.)	
Tire Series	
B (6.45 x 14)	1120
C (6.95 x 14)	1230
D	1320
E	1400
F	1500
G	1620
H	1770

To properly inflate tires on American Motors cars, please follow the recommendations contained in the Owner's Manual and on the glove box door. For sustained speeds over 75 m.p.h., cold inflation pressures should be increased by 4 p.s.i. taking care not to exceed 32 p.s.i. maximum. Higher inflation pressures can be harmful to the tire.

construction

There are three basic types of tires used on American Motors cars: the bias ply, bias-belted and steel-belted radial. Each of these tires provide different performance characteristics on AMC cars. We offer as wide a selection as possible so that each new car owner can choose the type tire best suited to his driving needs.

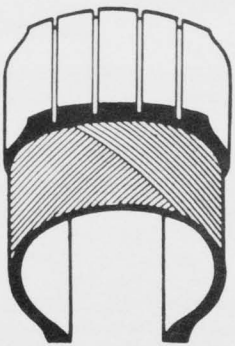
Bias ply tires are constructed of two or four plies (layers of rubber treated fabric woven usually of nylon and/or polyester) laid at an angle (bias) to each other as they run from bead to bead of the tire. The bead is the part of the tire which holds it to the wheel rim. This type of tire has strong construction and flexes easily for a smooth, comfortable ride.

The bias-belted tire is similar in basic construc-

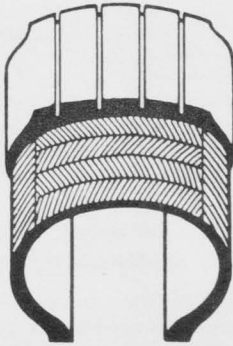
tion to the bias ply tire with the two plies laid at an angle to each other but also has two cord belts (made usually of steel, fiberglass, or textile cord dependent upon the type of tire) which run around the circumference of the tire between the body and tread. This type construction produces tires which flex easily to provide a smooth ride and the cord belts reinforce the tread to hold it flat on the road and reduce tread "squirm" and thus give long tread life and excellent handling characteristics.

Of European heritage, the radial tire has body plies which run across the tire from bead to bead at an angle of approximately 90° to the center line of the tire. Reinforcing these body plies are cord belts (made of steel in those offered by American Motors) which

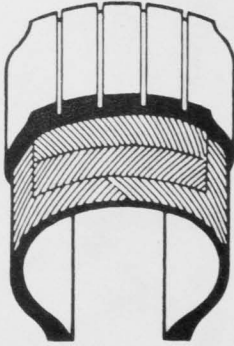
run around the circumference of the tire between the body and the tread. This belt holds the tread flat on the road with the tread grooves open for good traction as well as reducing tread "squirm" which is an enemy of long tire mileage. The steel belts used in these tires provide for greater tread stability as well as guarding the tire against road hazards. Radial tires also provide for a minimum of friction between the cord plies for maximum flexibility and a smooth ride. It is these construction characteristics of tread stability and lack of "squirm" which gives radial tires the qualities of long mileage, excellent stability, superior traction and good handling characteristics.



BIAS PLY



RADIAL



BIAS-BELTED

optional tires all models

	GREMLIN		HORNET								PACER		MATADOR					
	2-Dr Sed		2-Dr Sed		4-Dr Sed		Hatchbk		S'bout		2-Dr Sed	Coupe		Sedan		Wagon		
	6	V8	6	V8	6	V8	6	V8	6	V8	6	6	V8	6	V8	6	V8	
6.45 x 14 Black White	S 0	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	
6.95 x 14 Black White	0 0	S 0	S 0	S 0	S 0	— —	S 0	S 0	S 0	— —	S 0	— —	— —	— —	— —	— —	— —	
D78 x 14 Black White	— 0	— 0	0 0	0 0	0 0	S 0	0 0	0 0	0 0	S 0	0 0	— —	— —	— —	— —	— —	— —	
DR78 x 14 Black White	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	— —	— —	— —	— —	— —	— —	
D70 x 14 Black White	0 0	0 0	— —	— —	— —	— —	0 0	0 0	0 0	0 0	— —	— —	— —	— —	— —	— —	— —	
DR70 x 14 RWL	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—	—	
E78 x 14 Black White	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	S 0	— —	S 0	— —	— —	— —	
F78 x 14 Black White	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	0 0	S 0	0 0	S 0	— —	— —	
FR78 x 14 Black White RWL	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	0 0 0	0 0 —	0 0 —	0 0 —	— — —	— — —	
H78 x 14 Black White	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	S 0	
HR78 x 14 Black White	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	0 0	0 0	0 0	0 0	— —	0 0	

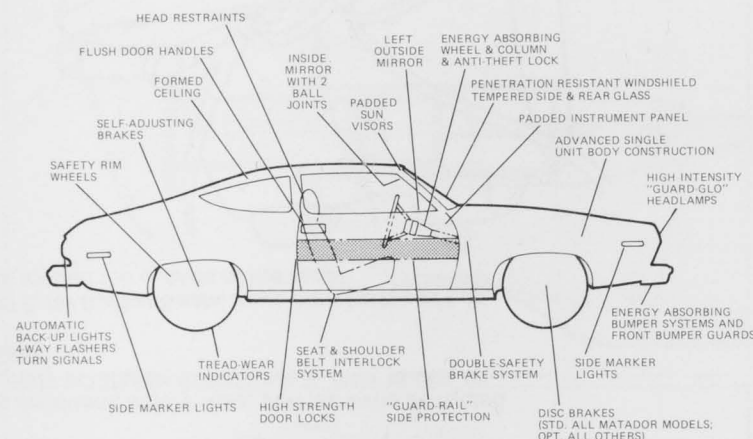
"safe-command" features

General Equipment

Lap belts for all designated seating positions
Shoulder belts for outside front seat positions
Two Rear Shoulder-Belt Anchors
Two Front Head Restraints
4-Way Hazard Warning Signals
Lane Changer Turn Signals
Automatic Back-Up Lights
Side-of-Car Safety Marker Lights
Hi-Intensity Headlights
Inside Rear-View Mirror with Twin Ball-Joint Pivots
Left-Side Rear-View Mirror
2-Speed Electric Windshield Wipers and Non-Glare Blades
Electric Windshield Washers
Windshield Defrosters (Heater)

Construction, Brakes, Wheels

Single-Unit Body Construction
Electronic Ignition
Guard-Rail Doors
Energy-Absorbing Steering Column
Energy Absorbing Steering Wheel
Penetration Resistant Windshield Glass
Tempered Side and Rear Glass
Formed Ceiling Headliner
Padded Sun Visors
Padded Instrument Panel
Safety-Shaped Armrests
Non-Glare Finish on Inside Parts
Double-Safety Brake System
Brake System Warning Light
Certified Flame Retardant Fabrics



Self-Adjusting Brake Linings
Mechanical Stop-Light Switch
Corrosion-Resistant Brake Lines
Safety-Rim Wheels
Tire Tread-Wear Indicators
Energy Absorbing Bumpers
Captive Engine Mounts

Locks, Door Handles, Controls

Anti-Theft Ignition, Steering and Transmission Lock with Warning Buzzer (Less Trans. Lock on Floor Shift)
High-Strength Door Locks
Safety-Shaped Door Handles
2-Key Locking System
Soft-Feel Control Knobs w/International Codes
Safety-Styled Instrument Panel
Front Seat-Back Lock
Dual-Action Hood Latch

Emission Control Devices

See Emission Control Section for additional information
Catalytic Converters*
Exhaust Gas Recycle System
Positive Crankcase Ventilation
Fuel-Tank Vapor Control
"Air-Guard" System
TCS System (California models only)
Thermostatically-Controlled Air Cleaner

*Certain Models

All AMC cars are equipped with seat belts for all normal seating positions as follows:

Gremlin—
2 front, 2 rear

Hornet—
2 front, 3 rear
(2 rear on 2 door models)

Pacer—
2 front, 3 rear

Matador Coupe—
3 front, 2 rear (2 front with bucket)

Matador Sedans and Wagons—
3 front, 3 rear

1976 Belt and Interlock System

For 1976, AMC passenger vehicles utilize a lap and shoulder belt system. This system which is on all AMC cars includes the following components:

The front outboard restraint system includes integral lap and torso (shoulder) belts. The lap and torso belts are connected and the lap portion retractor locks when you stop pulling the belt out. The torso (shoulder) belt portion utilizes an "emergency-locking" retractor which only locks when the vehicle stops abruptly. This allows freedom for upper body movement in normal situations. The front center seating position, where applicable, is equipped with a manually adjustable lap belt.

In addition to the belts, there is a buzzer and a red warning light to remind you when the proper sequence has not been followed or when to fasten your belts. A logic module located under the instrument panel senses both when seating positions are occupied and when belts are fastened.

The torso belts in your car are equipped with a flat, black clip that may be used to reduce the pressure of the belt on your shoulder or chest. The clip can be slid up or down the belt to a position which will prevent further retraction of the belt into the inertia retractor. *Care should be taken so that this clip is adjusted to barely remove the pressure of the shoulder belt to a comfortable level allowing no slack when seated in a normal upright position.*

Rear seat outboard passenger positions are equipped with automatic-locking lap belt retractors. Rear seat center position and station wagon third seat, where applicable, use manually-adjustable lap belts. Restraint systems for all designated seating positions are designed to provide maximum comfort and convenience within the standards.

When Children Are Passengers

1. For children under five years of age, assuming normal weight and height, use of a child restraint is recommended. These include child seats, child harnesses, or infant carriers as appropriate. Re-

straints complying with applicable Federal motor vehicle equipment safety standards are available at your AMC dealer. Restraints should be used in accordance with instructions provided.

2. For children five years old or more, either a child restraint or a rear seat lap belt is recommended.

The three-point adult lap and shoulder belt may be used if a proper fit can be obtained. The shoulder belt must be positioned firmly across the chest and shoulder and must not cut across the neck, face or head. If the shoulder belt cannot be fitted properly, place the child in the rear seat and use the lap belt available there.



seating and "safe-command" seat belts

3. AMC safety locks are available to prevent children from accidentally opening rear doors (also for Gremlin and Hornet front doors).

4. Children should never be left alone in a car. If the occasion so requires, be sure to set the parking brake and remove the ignition key which also locks the steering wheel (and transmission on some models) and power windows if equipped.

Tips on Belts

Warning: *Never use the same lap or torso belt on more than one person at a time.*

- Belts should be periodically inspected. They should be replaced if fraying or cuts have developed. Depending upon amount of use and exposure to sunlight, dirt, and abrasion, belt webbing strength may deteriorate over a period of years. In such cases, belt assemblies should be replaced.

- When cleaning belts, use a mild soap or detergent with warm water. Rinse them thoroughly and dry them in the shade. Never dye or bleach belts (may weaken fabric).

- Belt assemblies should be replaced in the event that they have experienced major collision loads.

- Connecting bolts should be tightened to the correct torque. Your dealer can check this.

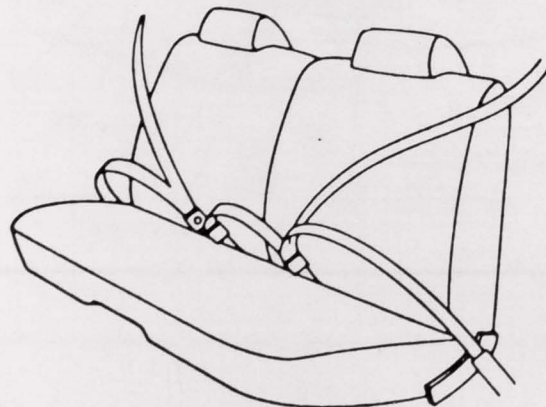
- The front seat outboard floor retractors swivel toward rear of car for ease of entry and exit to front and rear compartment.

- Lap belts should be routed properly in relation to front seats and to occupants of those seats for maximum safety consideration.

Lap Belt Routing

It is important, safety wise, that lap belts be routed properly in relation to front seats, prior to use, as shown:

NOTE: for Bucket Seats, route both halves of Lap Belt around the outside of the seat.



INDIVIDUAL OR BENCH SEATS

seating and "safe command" seat belts

Seat Belt Warning System

A FASTEN BELTS red indicator light and a buzzer are provided to warn occupants to buckle their seat belts.

The light will come on whenever the ignition switch is turned to the on position, whether or not the belts are buckled. It will go off automatically after about 4 to 8 seconds.

The buzzer will sound only if the driver fails to buckle up before turning the ignition switch to the on position. It will go off automatically after about 4 to 8 seconds.

The seat belt warning system is not interconnected to the ignition system and does not inhibit or prevent starting the engine.

CAUTION: *All lap belts should be adjusted low and snug on hips. Failure to do so may result in unnecessary injuries in the event of an accident.*

Rear Seat Entry of 2-Door Vehicles

American Motors currently uses an excellent and unique method of preventing the seat belt system from interfering with the entrance of rear seat passengers. When the seat belt retractor boot is swung rearward, carrying the belts with it, a clear access to the rear seat is made available.

1976 AMC bumper systems

AMC's Bumper Systems have been designed to meet Federal requirements of 5 MPH barrier impact protection for both front and rear. American Motors Corporation offers different systems on its car lines which are tailored to that size vehicle. Gremlin and Hornet utilize recoverable front and rigid rear systems.

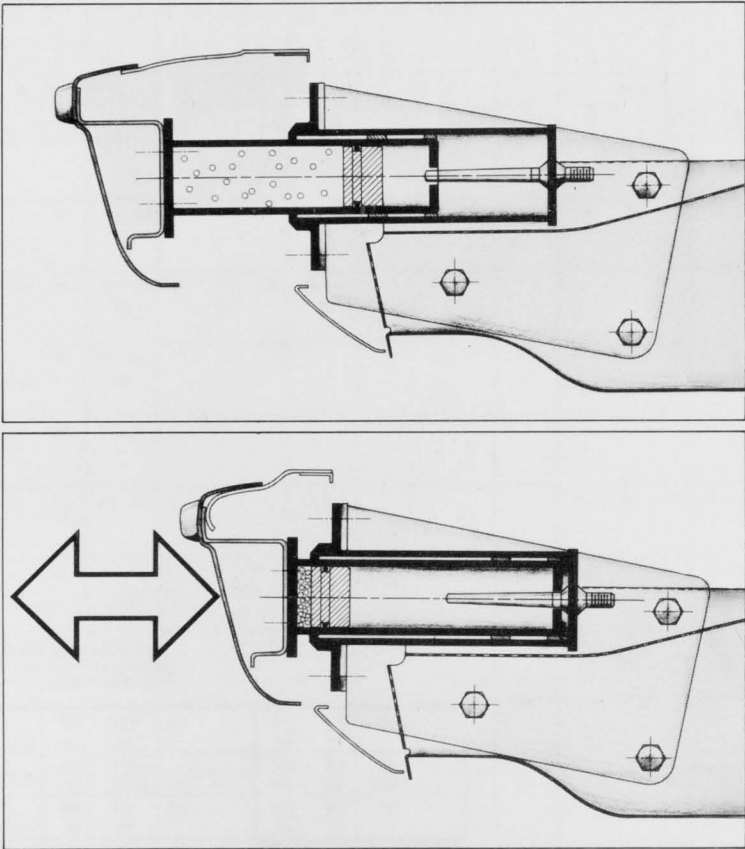
Matador and Pacer are equipped with recoverable bumper systems—front and rear. Both bumper and reinforcement behind the bumper have been strengthened to meet the damage criteria on all systems.

AMC's energy absorbing "re-
coverable" bumper, as shown, uses a hydraulic principle to dissipate the kinetic energy of impact by converting it into heat energy. It uses a pneumatic principle to restore the bumper to its extended position. The device is located between the vehicle's front bumper and frame providing the mounting for the bumper. It is designed to absorb impact energy and restore the bumper to its original position after low speed collisions.

AMC's energy-absorbing devices are maintenance-free as well as self-restoring following impact.

The device that allows AMC's recoverable bumper to perform its function consists of two heavy-gauge steel cylinders, one telescoping into the other. The front chamber attaches to the car's bumper, the rear to the car's understructure.

Not only are the devices sturdy enough to withstand the shock of repeated impacts, but they also possess the strength to support the weight of a car when the bumper jack is employed for tire changing.



The strength factor was a very important consideration in the design of AMC's energy-absorbing units because the bumpers attached to these devices are positioned beyond their conventional location to allow for movement of the telescoping sections.

All 1976 Gremlins and Hornets utilize steel reinforced rear rubber bumper guards for added protection. Front bumper guards are optional. In addition, Gremlin and Hornet are equipped with front bumper corner nerfing strips to reduce nicks and scratches. Front and

rear bumper guards and front and rear bumper corner nerfing strips are standard on all Matador models. Pacer offers bumper guards in conjunction with nerfing strips as an option on the base car. Full width front and rear nerfing strips without bumper guards are included in the X and D/L Packages. Guards and nerfing strips are mandatory on all Pacers for states where no-damage requirements exist.

Bumper System Availability

	Gremlin	Hornet	Pacer	Matador		
				Coupe	Sedan	Wagon
Front: Guards	Optional	Optional	Optional**	Standard	Standard	Standard
Nerfing Strip	N/A	N/A	Optional**	Optional	N/A	N/A
Corner Nerfing Strips	Standard*	Standard*	N/A	Standard*	Standard*	Standard*
Energy-Absorbing Bumpers	Standard	Standard	Standard	Standard	Standard	Standard
Rear: Guards	Standard	Standard	Optional**	Standard	Standard	N/A
Nerfing Strip	N/A	N/A	Optional**	Optional	N/A	N/A
Corner Nerfing Strips	N/A	N/A	N/A	Optional	Standard*	Standard*
Energy-Absorbing Bumpers	Standard	Standard	Standard	Standard	Standard	Standard

*Standard on vehicles built after September 1, 1975.
**Required in states where no-damage requirements exist.

seat and trim availability



1976 "GREMLIN" (STANDARD) SEAT, TRIM, COLOR, VINYL ROOF & RALLY STRIPE AVAILABILITY		COLORS	BLACK	TAN/BUFF
		"T" CODES	01	06
		TRIMS	"LARAMIE" Vinyl—Std.	"LARAMIE" Vinyl—Std.
MODEL	FRONT SEAT TYPE			
46-3 4-Pass.	Bench Seat, Split Back—Std.		F	F
STANDARD EXTERIOR COLORS (4)				
6R	Brilliant Blue	Vinyl Roof Stripe	WH BK BL WHT BLK BLU GOL	
6K	Limefire Met.	Vinyl Roof Stripe	WH BK WHT BLK GOL	WH BK WHT BLK GOL
6V	Sunshine Yellow	Vinyl Roof Stripe	WH BK WHT BLK	WH BK BR WHT BLK BRN
6P	Firecracker Red	Vinyl Roof Stripe	WH BK WHT BLK GOL	WH BK WHT BLK GOL

NOTE: Optional body side Scuff Molding color application with Vinyl Roof: Black with black & brown roofs; White with white roof; Blue with blue roof. Optional bodyside Scuff Molding without Vinyl Roof: Black with all colors.



1976 "GREMLIN" (CUSTOM) SEAT, TRIM, COLOR, VINYL ROOF & RALLY STRIPE AVAILABILITY		COLORS	BLACK	WHITE	BLUE	GREEN	TAN/BUFF
		"T" CODES	01	08	03	04	06
		TRIMS	"Fairway" Pleated Vinyl—Std. "Potomac Stripe" Fabric—Opt.	"Fairway" Pleated Vinyl—Opt.	"Fairway" Pleated Vinyl—Std. "Potomac Stripe" Fabric—Opt. "Levi's" Fabric—Opt.	"Fairway" Pleated Vinyl—Std. "Potomac Stripe" Fabric—Opt.	"Fairway" Pleated Vinyl—Std. "Potomac Stripe" Fabric—Opt.
MODEL	FRONT SEAT TYPES						
46-5 4-PASS.	Bench Seat, Split Back—Std.		H S		H S	H S	H S
	Bucket Seats—Opt.		Q	Q	Q R	Q	Q
STANDARD EXTERIOR COLORS (14)							
G7	Alpine White	Stripe Only Vinyl Roof Stripe W/VR	BLK BLU GOL RED WH BK BL BLK BLK BLU BLK BLK BLU	BLK BLU GOL RED* WH BK BL BLK BLK BLU BLK BLK BLU	BLK BLU GOL RED* WH BK BL BLK BLK BLU BLK BLK BLU	BLK BLU GOL RED* WH BK BL BLK BLK BLU BLK BLK BLU	BLK BLU GOL RED* WH BK BL BLK BLK BLU BLK BLK BLU
G9	Med. Blue Met.	Stripe Only Vinyl Roof Stripe W/VR	BLK GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL RED* WHT BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	BLK GOL RED* WHT BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	BLK GOL RED* WHT BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	BLK GOL RED* WHT BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*
6T	Nautical Blue	Stripe Only Vinyl Roof Stripe W/VR	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*
6C	Evergreen Met.	Stripe Only Vinyl Roof Stripe W/VR	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*	WHT BLK BLU WH BK BL BLK WHT BLU GOL RED* WHT BLK BLU GOL RED*
6D	Sand Tan	Stripe Only Vinyl Roof Stripe W/VR	BLK BK BRN WH BK BL WHT BLK BLK GOL WHT BLK BLK GOL	BLK BK BRN WH BK BL WHT BLK BLK GOL WHT BLK BLK GOL	BLK BK BRN WH BK BL WHT BLK BLK GOL WHT BLK BLK GOL	BLK BK BRN WH BK BL WHT BLK BLK GOL WHT BLK BLK GOL	BLK BK BRN WH BK BL WHT BLK BLK GOL WHT BLK BLK GOL
6E	Burnished Bronze Met.	Stripe Only Vinyl Roof Stripe W/VR	BLK WHT BRN WH BK BL WHT BLK BLU WHT BLK BLU	BLK WHT BRN WH BK BL WHT BLK BLU WHT BLK BLU	BLK WHT BRN WH BK BL WHT BLK BLU WHT BLK BLU	BLK WHT BRN WH BK BL WHT BLK BLU WHT BLK BLU	BLK WHT BRN WH BK BL WHT BLK BLU WHT BLK BLU
H4	Dark Cocoa Met.	Stripe Only Vinyl Roof Stripe W/VR	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU	GOL WHT BLU WH BK BL WHT BLK BLU WHT BLK BLU
6K	Limefire Met.	Stripe Only Vinyl Roof Stripe W/VR	WHT GOL BLK WH BK BL WHT BLK BLU WHT BLK BLU	WHT GOL BLK WH BK BL WHT BLK BLU WHT BLK BLU	WHT GOL BLK WH BK BL WHT BLK BLU WHT BLK BLU	WHT GOL BLK WH BK BL WHT BLK BLU WHT BLK BLU	WHT GOL BLK WH BK BL WHT BLK BLU WHT BLK BLU
6J	Silverfrost Met.	Stripe Only Vinyl Roof Stripe W/VR	BLK RED WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK RED WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK RED WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK RED WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK RED WHT WH BK BL WHT BLK BLU WHT BLK BLU
G6	Sienna Orange	Stripe Only Vinyl Roof Stripe W/VR	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU
6V	Sunshine Yellow	Stripe Only Vinyl Roof Stripe W/VR	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU
6P	Firecracker Red	Stripe Only Vinyl Roof Stripe W/VR	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU
6R	Brilliant Blue	Stripe Only Vinyl Roof Stripe W/VR	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU	BLK GOL WHT WH BK BL WHT BLK BLU WHT BLK BLU
P1	Classic Black	Stripe Only Vinyl Roof Stripe W/VR	WHT RED GOL WH BK BL GOL WHT GOL WHT	WHT RED GOL WH BK BL GOL WHT GOL WHT	WHT RED GOL WH BK BL GOL WHT GOL WHT	WHT RED GOL WH BK BL GOL WHT GOL WHT	WHT RED GOL WH BK BL GOL WHT GOL WHT

NOTE: *Available with "Levi's" trim only.
Standard paint stripe usage: Gold with H-4, P-1, 6-C and 6-T;
Black with all others.

Optional bodyside scuff molding color application: White with G-7; Tan with
6-D, 6-E and H-4; Blue with G-9, 6-R and 6-T; Black with all others.
Gremlin "X" Package—Back Panel will be painted the same color as Rally
Stripes.

1976 "PACER"		COLORS		BLACK		WHT/BLK		BLUE		WHT/BLU		BERRY		WHT/BER		TAN		WHT/TAN							
		"T-CODES"		21		28		23		83		25		85		26		86							
		TRIMS		"Diamond" Fabric—Std.	"Sport-Knit" Vinyl—Opt.	"Basketry" Print Fab—Opt.	"Hyde-Park" Fabric—Opt.	"Soft-Touch" Vinyl—Opt.	"Sport-Knit" Vinyl—Opt.	"Soft-Touch" Vinyl—Opt.	"Diamond" Fabric—Std.	"Sport-Knit" Vinyl—Opt.	"Basketry" Print Fab—Opt.	"Hyde-Park" Fabric—Opt.	"Soft-Touch" Vinyl—Opt.	"Sport-Knit" Vinyl—Opt.	"Soft-Touch" Vinyl—Opt.	"Diamond" Fabric—Std.	"Sport-Knit" Vinyl—Opt.	"Basketry" Print Fab—Opt.	"Hyde-Park" Fabric—Opt.	"Soft-Touch" Vinyl—Opt.	"Sport-Knit" Vinyl—Opt.	"Soft-Touch" Vinyl—Opt.	
SEAT, TRIM, COLOR & VINYL ROOF AVAILABILITY																									
MODEL		FRONT SEAT TYPES																							
66-7 2-DR. SED.		Bench Seat, Split Back—Std.		E	F	S		F	E	F	S		F	E	F	S		F	E	F	S		F		
		Individual Reclining—Opt. w/DL				N	K					N	K				N	K				N	K		
		Bucket Seats—Opt.						Q	Q					Q	Q			Q	Q					Q	Q
STANDARD EXTERIOR COLORS (15)																									
G7	Alpine White	Vinyl Roof		WH	BK	WH	BK	WH	BK	BL	WH	BL	WH	BK	BE	WH	BE	WH	TN	BK	WH	TN			
G9	Med. Blue Met.	Vinyl Roof w/Alpine Wht.		WH	BK	BL	WH	BL	WH	BK	BL	WH	BL												
6A	Marine Aqua Met.	Vinyl Roof w/Alpine Wht.		WH	BK		WH	BK																	
6B	Seaspray Green	Vinyl Roof		WH	BK	WH	BK																		
6C	Evergreen Met.	Vinyl Roof		WH	BK	WH	BK											WH	BK	TN	WH	TN			
6D	Sand Tan	Vinyl Roof		BK	TN	BK	TN											BK	TN		BK	TN			
6E	Burnished Bronze Met.	Vinyl Roof w/Sand Tan		BK	TN	WH	TN	WH										BK	TN	WH	WH	TN			
H6	Golden Jade Met.	Vinyl Roof w/Alpine Wht.		BK	WH		BK	WH																	
6J	Silver Frost Met.	Vinyl Roof		BK	WH	BK	WH	BK	WH	BL	BL	BK	WH	BE	BE										
H7	Aztec Copper Met.	Vinyl Roof		BK	WH	BK	WH																		
H8	Autumn Red Met.	Vinyl Roof w/Sand Tan w/Alpine Wht.		BK	WH	BE	BE	WH				BK	WH	BE	BE	WH	WH	BE	BK	BE	WH				
J2	Brandywine Met.	Vinyl Roof w/Autumn Red w/Silver Frost		BK	WH	BE	BE	WH				BK	WH	BE	WH	BE	BE	BK							
6V	Sunshine Yellow	Vinyl Roof		BK	WH	BK	WH											BK	WH	TN	WH				
6P	Firecracker Red	Vinyl Roof		BK	WH	BK	WH					BK	WH	BE	BE	WH	BK	WH	TN	WH					
6R	Brilliant Blue	Vinyl Roof		BK	WH	BL	BL	WH	BK	WH	BL	BL	WH												

NOTE: ■—Indicates two-tone trim availability.
Vinyl roofs cannot be ordered with two-tones.

Scuff molding is black on all base models. With X or D/L packages, the bodyside molding color is: blue with G-9 & 6-R; tan with 6-D, 6-E & 6-D/6-E; berry with H-8, J-2, 6-J/J-2, H-8/J-2 & 6-D/H-8; black with 6-B, 6-C, H-6, 6-A, 6-J, H-7, 6-V, 6-P; white with all other color combinations. With optional vinyl roof, scuff molding color will match roof.

1976 "HORNET"		COLORS		BLACK		WHITE/BLACK		BLUE		WHITE/BLUE		GREEN		WHITE/GREEN		TAN		WHITE/TAN			
		"T" CODES		11		18		13		38		14		48		16		68			
		TRIMS		"Polomac Stripe" Fabric—Std.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Polomac Stripe" Fabric—Std.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Kasim Knit" Fabric—w/ D L w/ Touring	"Polomac Stripe" Fabric—Std.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.	"Fairway" Vinyl—Opt.	"Sports-Knit" Vinyl—Opt.
MODEL	FRONT SEAT TYPES																				
03-7 2-Dr. H.B.	Bench Seat, Split Back—Std.			E		F			E	F			E	F			E		F		
	Individual Reclining—Opt.			J				J				J				U	J				
	Bucket Seats—Opt.				Q		Q			Q		Q		Q				Q		Q	
05-7 4-Dr. Sed.	Bench Seat, Full Back—Std.			A		B			A	B			A	B			A		B		
	Individual Reclining—Opt.			J		L		J		L		J		L		N	J		L		
06-7 2-Dr. Sed.	Bench Seat, Split Back—Std.			E		F			L	F			E	F			E		F		
	Individual Reclining—Opt.			J		L		J		L		J		L		N	J		L		
08-7 4-Dr. Wag.	Bench Seat, Full Back—Std.					B				B				B					B		
	Individual Reclining—Opt.			J		L		J		L		J		L		L	U	J		L	
STANDARD EXTERIOR COLORS (14)																					
G7	Alpine White	Vinyl Roof	BK	WH	BL	RED	BK	WH	BL	BK	WH	BL	BK	WH	BK	WH	TN	BR	BR	BR	
		Rally Stripe	BLK	GOL	BLK	GOL	BLK	GOL	BLU	BLK	RED	BLU	GOL	BLK	GOL	BLK	GOL	BLK	BRN	GOL	BRN
G9	Med. Blue Met.	Vinyl Roof	BK	WH	BL		BK	WH	BL												
		Rally Stripe	BLK	GOL	WHT	GOL	BLU	WHT	BLK	GOL	WHT	GOL	WHT								
6T	Nautical Blue Met.	Vinyl Roof	BK	WH	BL		BK	WH	BL												
		Rally Stripe	GOL		WHT	GOL	WHT	GOL	WHT												
6C	Evergreen Met.	Vinyl Roof	BK	WH	BL								BK	WH			WH	BR	TN		
		Rally Stripe	GOL		WHT									GOL	WHT		WHT	GOL			
6D	Sand Tan	Vinyl Roof	BK	WH	BR												BK	WH	BR	TN	BR
		Rally Stripe	BLK		WHT	BLK	WHT										BLK	WHT	BRN	GOL	BRN
6E	Burnished Bronze Met.	Vinyl Roof	BK	WH	TN												BK	WH	BR	TN	BR
		Rally Stripe	BLK		WHT	BRN	BLK										BLK	WHT	BRN	BRN	BRN
H4	Dark Cocoa Met.	Vinyl Roof	BK	WH	BR												BK	WH	BR	TN	BR
		Rally Stripe	GOL		WHT	GOL	WHT										GOL	WHT	GOL		GOL
6J	Silver Frost Met.	Vinyl Roof	BK	WH	BL		BK	WH	BL												
		Rally Stripe	BLK	RED	WHT		BLK	WHT	BLU												
6V	Sunshine Yellow	Vinyl Roof	BK	TN	WH												BK	WH	TN	BR	
		Rally Stripe	BLK		GOL	WHT											BLK	WHT	GOL	BRN	GOL
6K	Limefire Met.	Vinyl Roof	BK	WH													BR		WH		
		Rally Stripe	BLK		WHT	GOL											GOL	BLK	WHT		
6R	Brilliant Blue	Vinyl Roof	BK	WH	BL		BK	WH	BL												
		Rally Stripe	BLK	GOL	WHT	BLU		BLK	GOL	WHT	BLU										
6P	Firecracker Red	Vinyl Roof	BK	WH													BR	BLK	WH	TN	
		Rally Stripe	BLK		WHT	GOL											GOL	BLK	WHT	GOL	
G6	Sienna Orange	Vinyl Roof	BK	WH													BK	WH	BR	TN	BR
		Rally Stripe	BLK		WHT	GOL											BLK	WHT	GOL	BRN	GOL
P1	Classic Black	Vinyl Roof	BK	WH			BK	WH			BK	WH					TN	BK	WH	BR	GOL
		Rally Stripe	GOL	WHT	RED		GOL	WHT			GOL	WHT					GOL	GOL	WHT	BRN	GOL

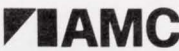
NOTE: Standard paint stripe usage: Gold with H-4, P-1, 6-C & 6-T; Black with all others.
Optional bodyside scuff molding color application without vinyl roof: White with G-7, Tan with 6-D, 6-E & H-4; Blue with G-9, 6-R & 6-T; Black with all others.
Optional bodyside scuff molding color application with vinyl roof: Black with black and brown roofs; White with white roof; Blue with blue roof; Tan with tan and beige roofs.

White trim includes white seats, doors and quarters on hatchback and white seats on Sportabout. All other components are second interior color.
Two Tone Paint—Alpine White (G-7) roof is optional with any standard color on all models except Sportabout.



1976 "MATADOR" COUPE SEAT, TRIM, COLOR, VINYL ROOF & RALLY STRIPE AVAILABILITY			COLORS		BLACK		WHITE		BLUE			TAN		BLACK		TAN	
			"T" CODES		51		58		53			56		51		56	
			TRIMS		"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl—Opt.	"Sol-Touch" Vinyl—Opt.	"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl—Opt.	"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl—Opt.	"Barcelona"—Opt. Mapped Knit Fabric (Avail. w/Brougham Pkg. only)					
MODEL	FRONT SEAT TYPES																
16-7 2-Dr. Coupe	Bench Seat, Split Back—Std.	E					E		E								
	Bucket Seats—Opt.			Q	Q		Q		Q		Q						
Optional "Brougham" Package	Individual Reclining Seats—Std.	J		L			J	L	J	L		N					
	Bucket Seats—Opt.			Q	Q		Q		Q		Q						
STANDARD EXTERIOR COLORS (13)																	
G7	Alpine White	Vinyl Roof	BK	WH	BE	BK	WH	BL	BK	WH	TN	BR	BK	TN			
		Rally Stripe	BLK	GOL BLK	BER	BLK	GOL BLK BLU	BLU	BLK	GOL BRN BLK	GOL BRN						
G9	Med. Blue Met.	Vinyl Roof	BK	WH	BL	BK	WH	BL									
		Rally Stripe	BLK	WHT	BLU GOL	BLK	WHT	BLU GOL									
6T	Nautical Blue	Vinyl Roof	BK	WH	BL	BK	WH	BL									
		Rally Stripe	GOL	WHT	GOL WHT	GOL	WHT	GOL WHT									
6C	Evergreen Met.	Vinyl Roof	BK	WH					WH	BG							
		Rally Stripe	GOL	WHT					WHT	GOL							
6D	Sand Tan	Vinyl Roof	BK	WH	BG	BR			BK	WH	BG	TN	BR	BK	TN		
		Rally Stripe	BLK	WHT	BLK BRN	BRN			BLK	WHT	BRN	GOL BLK BRN					
6E	Burnished Bronze Met.	Vinyl Roof	BK	WH	TN	BR			BK	WH	TN	BR	BR	BK	TN		
		Rally Stripe	BLK	WHT	BRN	BRN			BLK	WHT	BRN	BRN					
H4	Dark Cocoa Met.	Vinyl Roof	BK	WH	BR				BK	WH	TN	BR	BG		TN		
		Rally Stripe	GOL	WHT	GOL				GOL	WHT	GOL	GOL	GOL				
H8	Autumn Red Met.	Vinyl Roof	BK	WH	BE				BK	WH	BE	BG					
		Rally Stripe	BLK	WHT	BER				BLK	WHT	GOL						
6J	Silver Frost Met.	Vinyl Roof	BK	WH	BE	BK	WH	BL						BK			
		Rally Stripe	BLK	WHT		BLK	WHT	BLU									
6V	Sunshine Yellow	Vinyl Roof	BK	WH					BK	WH	TN	BR	BR	BK	TN		
		Rally Stripe	BLK	WHT					BLK	WHT	GOL	BRN					
G6	Sienna Orange	Vinyl Roof	BK	WH					BK	WH	TN	BR	BG	BK	TN		
		Rally Stripe	BLK	WHT					BLK	WHT	GOL	BRN	GOL				
6P	Firecracker Red	Vinyl Roof	BK	WH	BE				BK	WH	TN						
		Rally Stripe	BLK	WHT	GOL	BER			BLK	WH	GOL						
P1	Classic Black	Vinyl Roof	BK	WH	BE	BK	WH		BK	WH				BK	BK		
		Rally Stripe	GOL	WHT			GOL	WHT	GOL	WHT	GOL	WHT					

NOTE: Two-tone paint: Alpine White (G-7) optional with any other std. exterior color on Sedan (white top) and Wagon (white side panels) (N/A with wood-grain trim). Standard scuff moldings color application: Gold 6-T, 6-C, H-4 & P-1; Black with all others. When Vinyl Roof is ordered on the Brougham, hood stripe & scuff molding match.



1976 "MATADOR" SEDAN/WAGON SEAT, TRIM, COLOR & VINYL ROOF AVAILABILITY			COLORS		BLACK		BLUE			TAN			
			"T" CODES		61		63			66			
			TRIMS		"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl— Std. (Wag.) Opt. (Sed.)	"Casine-Knit" Fabric— Std. (Sed.) Opt. (Wag.)	"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl— Std. (Wag.) Opt. (Sed.)	"Casine-Knit" Fabric— Std. (Sed.) Opt. (Wag.)	"Hunter's Plaid" Fabric—Std.	"Sol-Touch" Vinyl— Std. (Wag.) Opt. (Sed.)	"Casine-Knit" Fabric— Std. (Sed.) Opt. (Wag.)
MODEL	FRONT SEAT TYPES												
85-7 4-Dr. Sedan	Bench Seat, Full Back—Std.		A			A			A				
OPTIONAL "Brougham" Package	Individual Reclining Seats—Std.			L	J		L	J		L	J		
88-7 4-Dr. Wagon	Individual Reclining Seats—Std.			L			L			L			
OPTIONAL "Brougham" Package	Individual Reclining Seats—Std.			L	J		L	J		L	J		
STANDARD EXTERIOR COLORS (13)													
G7	Alpine White	Vinyl Roof	BK	WH	BE	BK	WH	BL	BK	WH	TN	BR	
G9	Med. Blue Met.	Vinyl Roof	BK	WH	BL	BK	WH	BL					
6T	Nautical Blue	Vinyl Roof	BK	WH	BL	BK	WH	BL					
6C	Evergreen Met.	Vinyl Roof	BK	WH					WH	BG			
6D	Sand Tan	Vinyl Roof	BK	WH	BG	BR			BK	WH	BG	TN	BR
6E	Burnished Bronze Met.	Vinyl Roof	BK	WH	TN	BR			BK	WH	TN	BR	
H4	Dark Cocoa Met.	Vinyl Roof	BK	WH	BR				BK	WH	TN	BR	BG
H8	Autumn Red Met.	Vinyl Roof	BK	WH	BE				BK	WH	BE	BG	
6J	Silver Frost Met.	Vinyl Roof	BK	WH	BE		BK	WH	BL				
6V	Sunshine Yellow	Vinyl Roof	BK	WH					BK	WH	TN	BR	
G6	Sienna Orange	Vinyl Roof	BK	WH					BK	WH	TN	BR	BG
6P	Firecracker Red	Vinyl Roof	BK	WH	BE				BK	WH	TN		
P1	Classic Black	Vinyl Roof	BK	WH	BE		BK	WH		BK	WH		

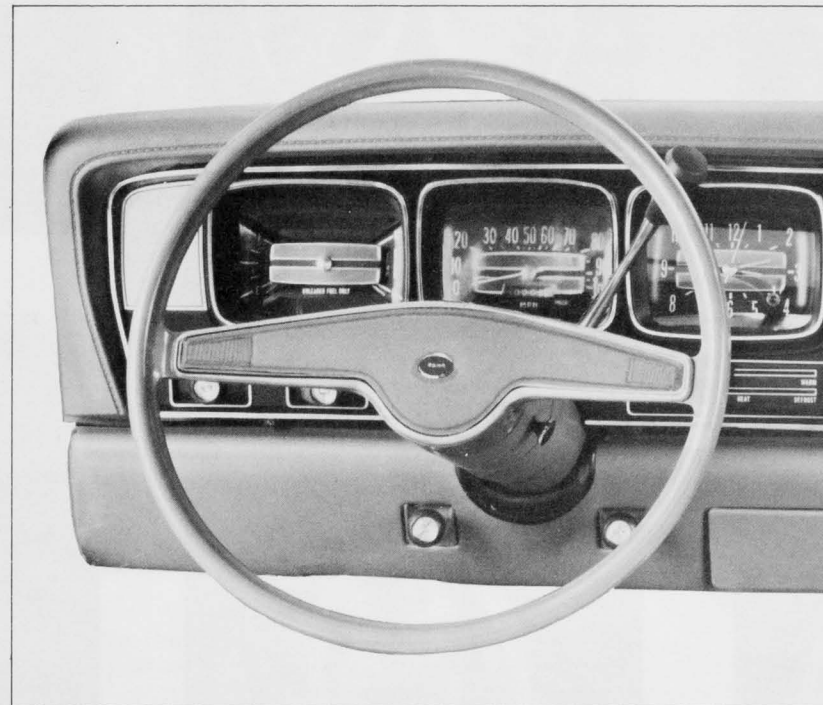
NOTE: Two-tone paint: Alpine White (G-7) optional with any other std. exterior color on Sedan (white top) and Wagon (white side panels) (N/A with wood-grain trim). Standard scuff moldings color application: Gold 6-T, 6-C, H-4 & P-1; Black with all others. When Vinyl Roof is ordered on the Brougham, hood stripe & scuff molding match.

steering wheels

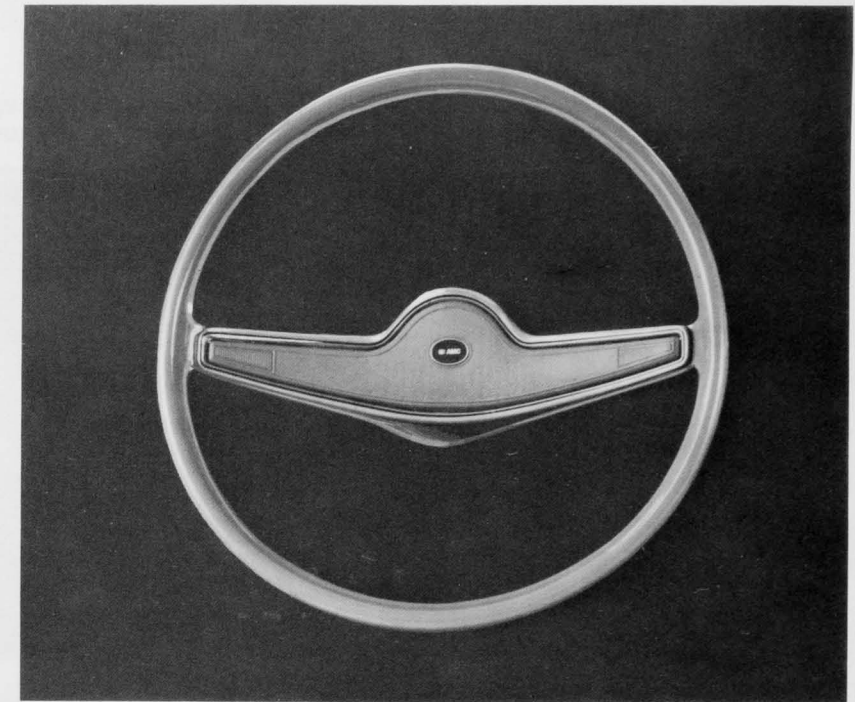


Standard Base Steering Wheel
Standard on Gremlin

Custom Steering Wheel
Standard on Pacer
Standard on Matador



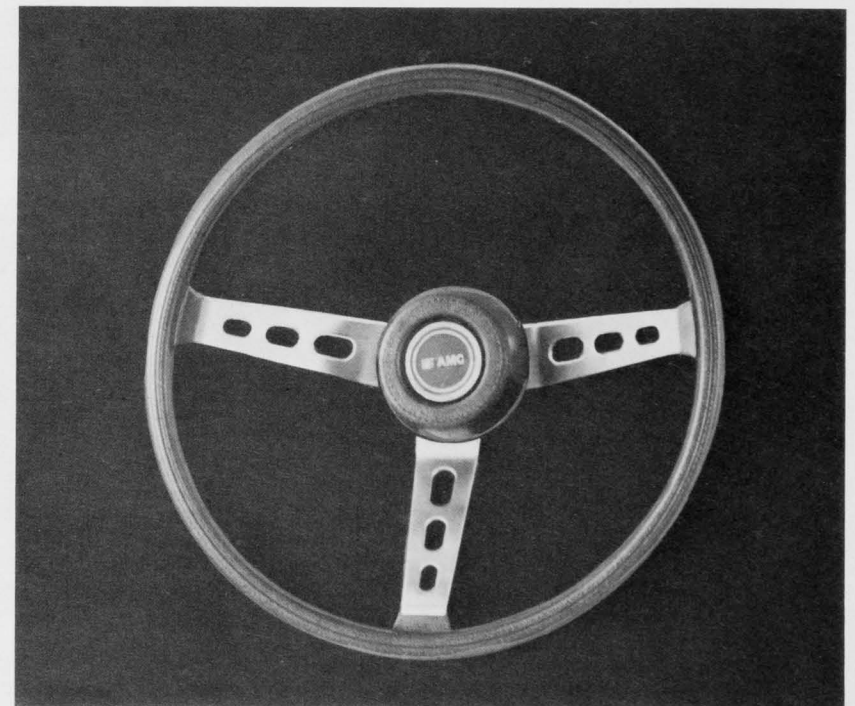
Custom Steering Wheel
Optional with Matador Brougham pkg.
Optional on Pacer, part of "D/L" pkg.
Part of Hornet "D/L" pkg.
All models with Adjust-O-Tilt steering wheel.



Custom Steering Wheel
Standard on Hornet
Optional on Gremlin



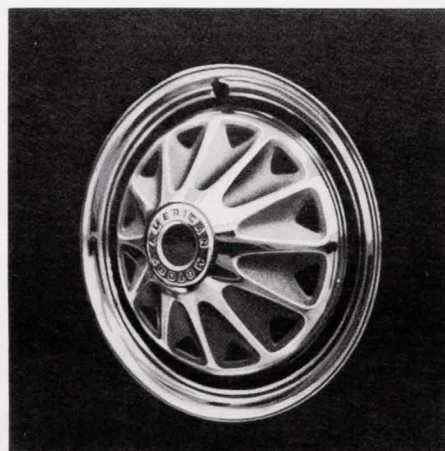
Optional Sports Steering Wheel
Optional on all cars.
Part of Gremlin "X" pkg.
Part of Hornet "X" and touring pkgs.
Part of Pacer "X" pkg.



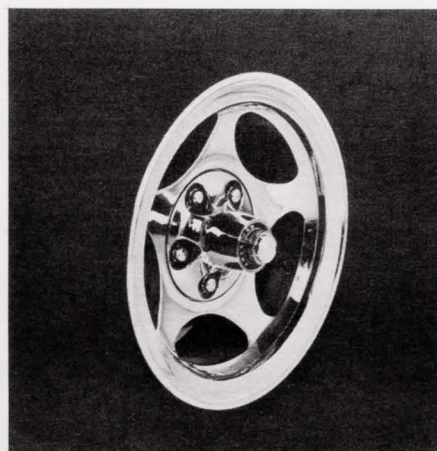
wheel covers



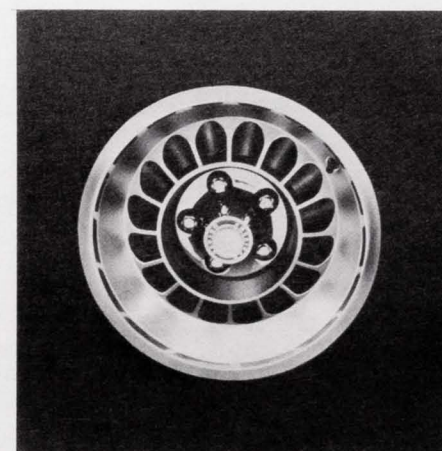
Standard Bright Hubcap
Standard on all models



Full Wheel Covers
Optional on Gremlin



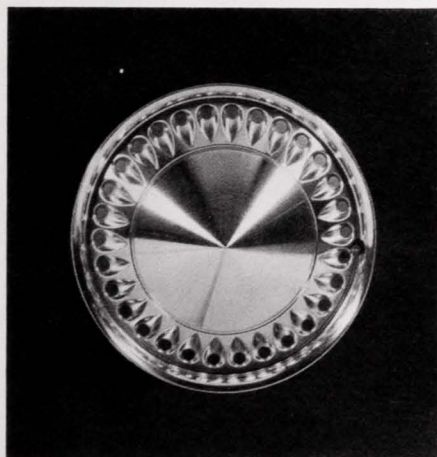
Styld Aluminum Wheel
Optional on all models



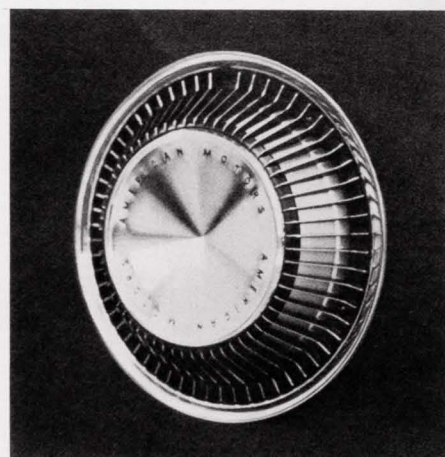
Styld Road Wheel
Optional on all models



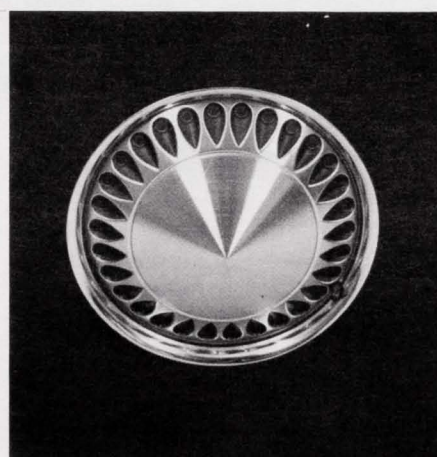
Slot Styled Wheels
Part of "X" pkg.
on Gremlin, Pacer and Hornet



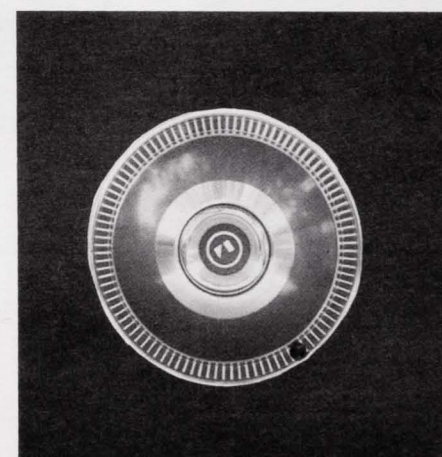
Full Wheel Cover
Optional on Pacer, part of "D/L" pkg.



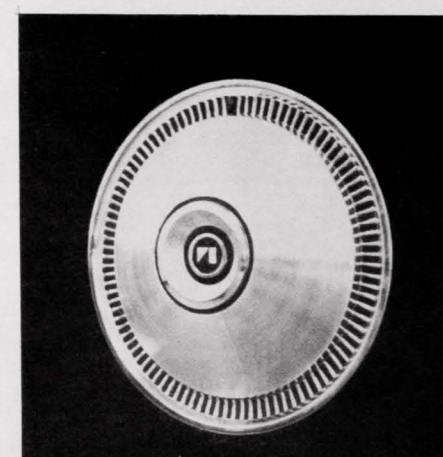
Custom Wheel Covers
Optional on Hornet or Matador



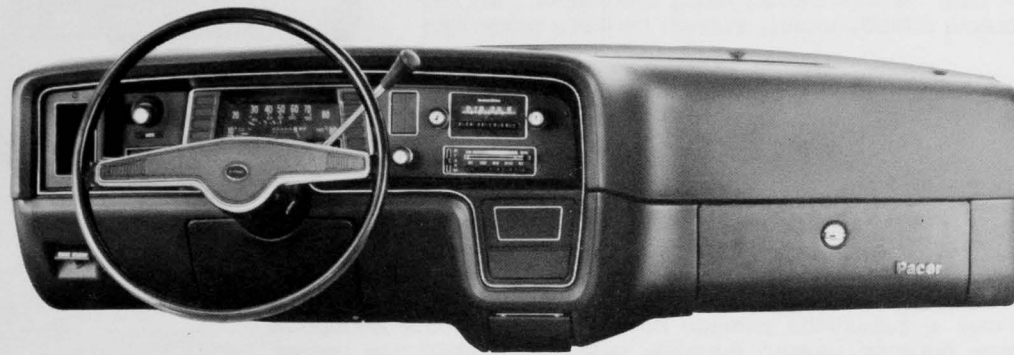
Full Wheel Cover
Optional on Hornet



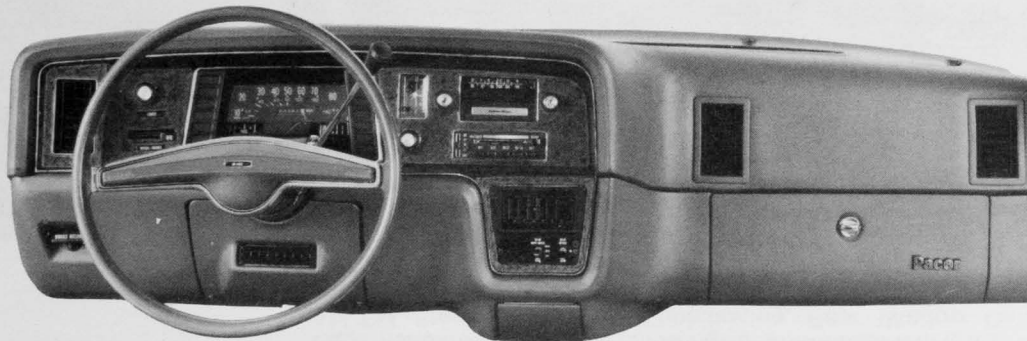
Custom Wheel Cover
Part of Matador Barcelona Pkg.



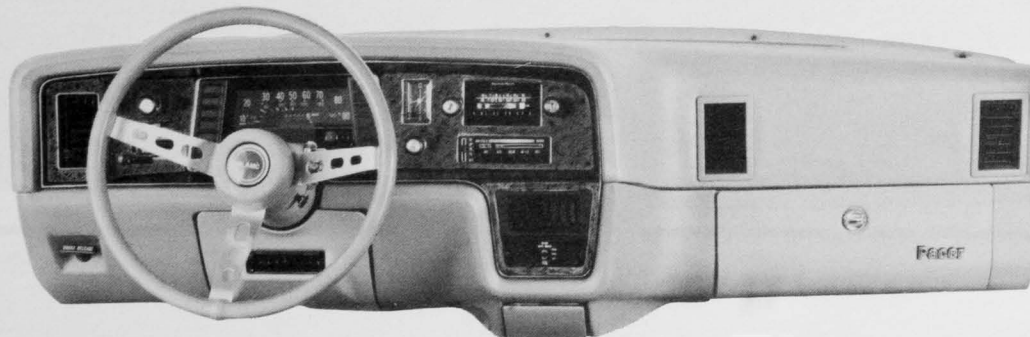
Full Wheel Discs
Optional on Matador,
part of Brougham pkg.



Base Instrument Panel. The following optional equipment is also shown: AM Radio, Torque-Command Automatic Transmission.



Pacer "D/L" Instrument Panel featuring Custom Steering Wheel and woodgrain accents. The following optional equipment is also shown: Entertainment Center, Air Conditioning, Visibility Group, Rear Visibility Package, Convenience Group, Torque-Command Automatic Transmission.



Pacer "X" Instrument Panel featuring woodgrain accents with Sports Steering Wheel. The following optional equipment is also shown: AM/FM Stereo Radio, Air Conditioning, Visibility Group, Rear Visibility Package, Convenience Group, and Leather Wrapped Sports Steering Wheel.



Base Instrument Panel. The following optional equipment is also shown: AM Radio, Rear Window Defogger, Custom Steering Wheel, Inside Hood Release, and Interior Appointment Package.

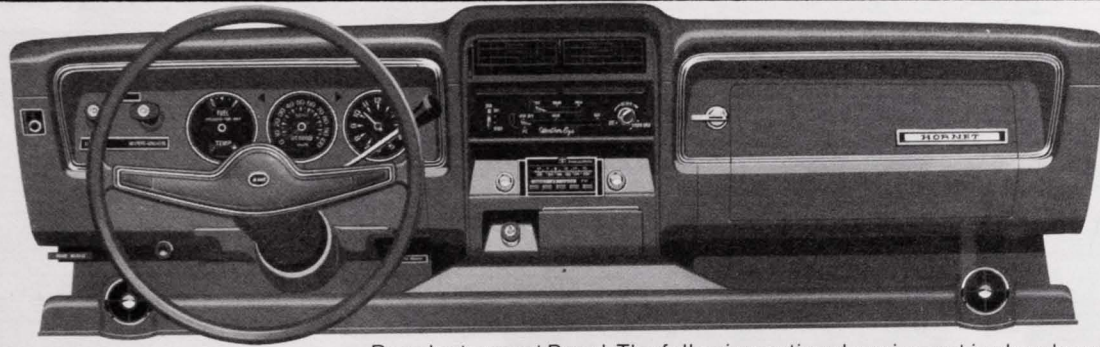


Gremlin "X" Instrument Panel. The following optional equipment is also shown: AM/FM Stereo Radio, Air Conditioning, Interior Appointment Package, Inside Hood Release, and Rear Window Defogger.

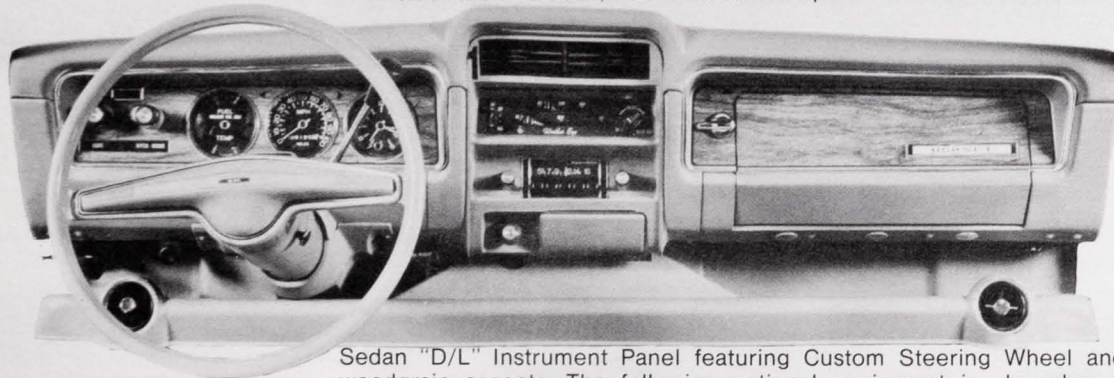


Gremlin "X" Instrument Panel. The following optional equipment is also shown: AM/FM Stereo Radio, Leather Wrapped Sports Steering Wheel, Rear Window Defogger, Inside Hood Release, Interior Appointment Package, and Air Conditioning.

hornet



Base Instrument Panel. The following optional equipment is also shown: AM/FM Stereo Radio, Air Conditioning, Rear Window Defogger, Inside Hood Release, Convenience Group.

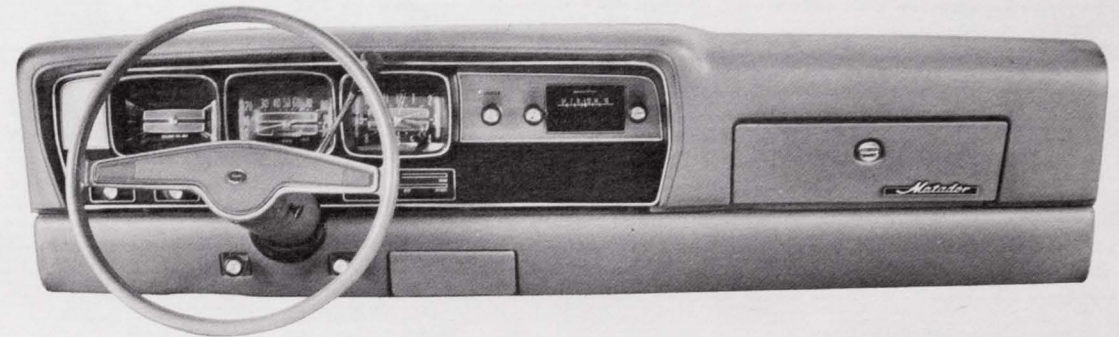


Sedan "D/L" Instrument Panel featuring Custom Steering Wheel and woodgrain accents. The following optional equipment is also shown: AM Radio, Air Conditioning, Visibility Group, Inside Hood Release, Convenience Group.

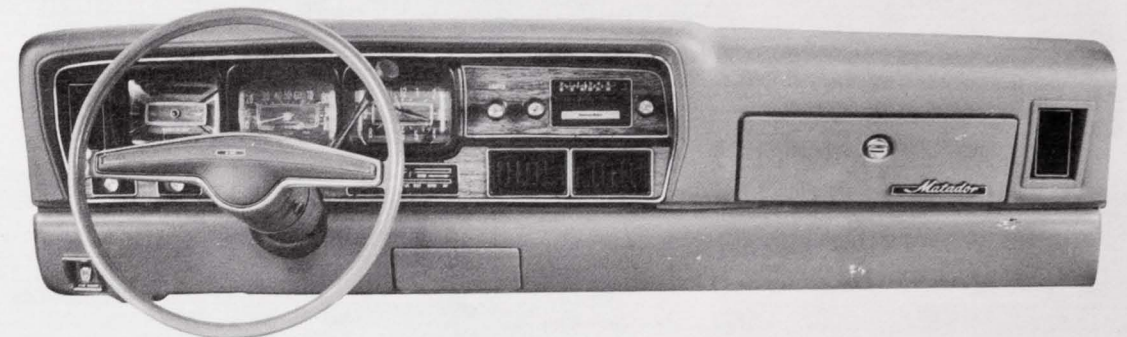


Instrument Panel for optional Hornet Touring Interior same as "D/L" Instrument Panel (shown above). Also includes Sports Steering Wheel (at left).

matador



Base Instrument Panel with Custom Steering Wheel. The following optional equipment is also shown: AM Radio, and Convenience Group.



"Brougham" Instrument Panel featuring woodgrain accents. The following optional equipment is also shown: Entertainment Center, Rear Window Defogger, Custom Steering Wheel, Air Conditioning, and Convenience Group.

trailer towing

The 1976 Trailer Towing Bulletin is not available at this time. This information will be sent to you when it is completed so that you may insert it in this portion of your binder.

1976 CONSUMER INFORMATION



- Pacer
- Gremlin
- Hornet
- Matador

Acceleration & Passing Ability • Tire Reserve Load • Stopping Distance

1976 CONSUMER INFORMATION

This booklet is placed in the glove box of every new car as it leaves the factory. This copy is provided for use in the dealership; therefore, please do not remove it. If you need extra copies, contact your zone office. In compliance with current Federal Regulations, it is mandatory that all dealers have sufficient Consumer Information Booklets available for retention by prospective purchasers at no charge. If you run out of copies and a customer desires this information, take their name and address and mail them one when you receive more.

Performance Information for You . . . The Consumer

This booklet was especially prepared for you . . . the consumer. We feel you will be better informed about our products by reviewing this information carefully.

We at American Motors Corporation are naturally pleased that you have purchased one of our products, or are considering purchasing one in the near future.

Every automotive product that we offer to the public is designed and built in full compliance with, and in many cases exceeds all applicable standards set forth by Federal Regulations. Furthermore, the performance of our products with respect to acceleration and passing ability, tire reserve load, plus stopping distance is reported in this book in accordance with Federal Motor Vehicle Safety Regulations.

All tests have been conducted in accordance with Federal Regulations which require that all models in the designated group perform equal to or better than the figures shown.

The condition of the vehicles reported upon should be noted before reviewing test results, as follows:

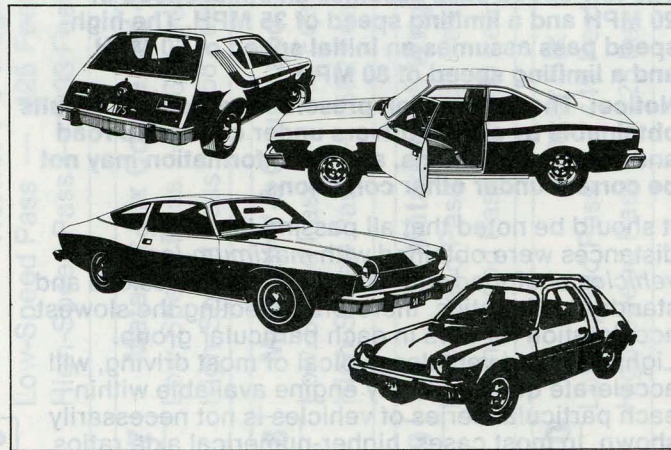
1. "Lightly-Loaded Vehicle Weight" equals the sum of . . .
 - a. "Curb Weight" . . . means the weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, plus heater, air conditioner and additional weight of optional engine.
 - b. Driver and test-measuring instrumentation (totaling 300 pounds in the front seat area).
2. "Maximum-Loaded Vehicle Weight" equals the sum of . . .
 - a. "Curb Weight" . . . (see 1a).
 - b. "Accessory Weight" . . . means the combined weight (in excess of those standard items which

may be replaced) of automatic transmission, power steering, power brakes, power windows, radio, heater and air conditioner, to the extent that these items are available as factory-installed equipment (whether installed or not).

- c. "Vehicle Capacity Weight" . . . means the rated cargo and luggage load, plus 150 pounds times the vehicle's seating capacity (see Owner's Manual).
- d. "Production Options Weight" . . . means the combined weight of those installed regular production options weighing over 5 pounds in excess of those standard items which they replace, not previously considered in "curb weight" or "accessory weight," including heavy-duty brakes, roof rack, heavy-duty battery, etc.

Our catalog, available from any AMC dealer, explains the various models and options offered to meet your driving needs. If you already have purchased an AMC product, please consult the Owner's Manual, for it contains important information on the proper operation and maintenance of your car.

Remember . . . Your driving pleasure begins with driving safety. Your new AMC product is built with many proven safety features. Yet every motorist must keep in mind that safety takes a safety-conscious driver and a safe, well maintained car.



ACCELERATION & PASSING ABILITY ...

Federal Motor Vehicle Safety Regulation No. 575.106

The charts on the next page indicate the passing times and distances that can be met or exceeded by the American Motors vehicles to which it applies, in the situations diagrammed below.


The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

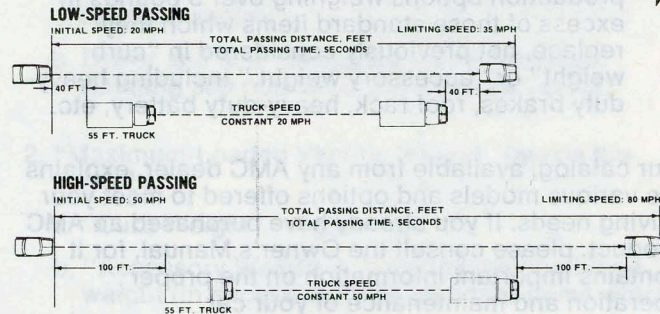
Notice: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

It should be noted that all passing times and distances were obtained with *maximum-loaded vehicles* equipped with automatic transmissions and standard axle ratios, therefore reflecting the slowest acceleration for cars in each particular group. Lightly-loaded vehicles, typical of most driving, will accelerate quicker. Every engine available within each particular series of vehicles is not necessarily shown. In most cases, higher-numerical axle ratios

are available as factory-installed options which can improve the automatic transmission figures shown. Also a manual 3-speed transmission is available for certain models with a variety of axle ratios, all of which can meet or improve the figures shown.

For your information, all of the engine, transmission and axle ratio combinations are shown in chart form in the sales catalog.

See charts 



1**Gremlin Six**

Low-Speed Pass — 435 Feet; 9.5 Seconds

High-Speed Pass — 1561 Feet; 17.6 Seconds

2**Gremlin V-8**

Low-Speed Pass — 420 Feet; 9.2 Seconds

High-Speed Pass — 1296 Feet; 14.4 Seconds

3**Hornet Six Sedans & Hatchback**

Low-Speed Pass — 446 Feet; 9.9 Seconds

High-Speed Pass — 1575 Feet; 17.8 Seconds

4**Hornet V-8 Sedans & Hatchback**

Low-Speed Pass — 423 Feet; 9.2 Seconds

High-Speed Pass — 1323 Feet; 14.8 Seconds

5**Hornet Six Wagons**

Low-Speed Pass — 448 Feet; 10.0 Seconds

High-Speed Pass — 1740 Feet; 20.2 Seconds

6**Hornet V-8 Wagons**

Low-Speed Pass — 425 Feet; 9.3 Seconds

High-Speed Pass — 1393 Feet; 15.4 Seconds

7**Matador Six Coupe and 4-Dr. Sedan**

Low-Speed Pass — 460 Feet; 10.5 Seconds

High-Speed Pass — 1868 Feet; 21.9 Seconds

8**Matador V-8 Coupe and 4-Dr. Sedan**

Low-Speed Pass — 431 Feet; 9.5 Seconds

High-Speed Pass — 1582 Feet; 18.0 Seconds

9**Matador V-8 Wagons**

Low-Speed Pass — 433 Feet; 9.6 Seconds

High-Speed Pass — 1590 Feet; 18.1 Seconds

10**Pacer Six**

Low-Speed Pass — 449 Feet; 10.1 Seconds

High-Speed Pass — 1725 Feet; 19.9 Seconds

20	Hornet 304 V-8 Wagons		Recommended Tire Sizes			
			D78 DR78 14	D70 DR70 14		
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	28	28		
		Rear	26	26		
Tire Reserve Load Percentage ¹			3.7	3.7		

21	Pacer Six		Recommended Tire Sizes			
			6.95 14	D78 DR78-14	DR70 14	
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	26	24	24	
		Rear	28	24	24	
Tire Reserve Load Percentage ¹			2.7	1.1	1.1	

22	Matador Six 2-Dr. Sedans		Recommended Tire Sizes			
			*E78 14	E78 14	F78 FR78 14	HR78 14
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	26	28	24	24
		Rear	26	26	24	24
Tire Reserve Load Percentage ¹			4.1	4.5	3.5	17.9

*Less A/C

23	Matador 304-360 V8 2 Bbl. 2-Dr. Sedans		Recommended Tire Sizes			
			F78 FR78 14	HR78 14	GR70 15	
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	26	24	24	
		Rear	26	24	24	
Tire Reserve Load Percentage ¹			2.2	12.9	4.7	

24	Matador 360-401 V8 4 Bbl. 2-Dr. Sedans		Recommended Tire Sizes			
			F78 FR78- *14	F78 FR78 14	HR78 14	GR70 15
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	26	28	24	24
		Rear	26	26	24	24
Tire Reserve Load Percentage ¹			3.2	5.0	11.6	3.2

*Less A/C

(1) The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

25	Matador Six 4-Dr. Sedans		Recommended Tire Sizes			
			E78 14	F78 FR78 14	HR78 14	G78 15
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	28	24	24	24
		Rear	① 30	26	24	24
Tire Reserve Load Percentage ¹			3.9	1.4	12.0	2.5

① See Tire Reserve Load Note — Page 4

26	Matador 304-360 V8 2 Bbl. 4-Dr. Sedans		Recommended Tire Sizes			
			F78 FR78 14	HR78 14	G78 GR78 GR70-15	
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	26	24	24	
		Rear	28	24	24	
Tire Reserve Load Percentage ¹			2.9	11.0	2.5	

27	Matador 360-401 V8 4 Bbl. 4-Dr. Sedans		Recommended Tire Sizes			
			F78 FR78 14	HR78 14	G78 GR78 GR70-15	
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	28	24	24	
		Rear	28	24	24	
Tire Reserve Load Percentage ¹			3.6	10.2	1.5	

28	Matador 304-360 V8 2 Bbl. Wagons		Recommended Tire Sizes			
			H78 HR78 HR70-14	H78 HR78 HR70-15		
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	20	20		
		Rear	28	28		
Tire Reserve Load Percentage ¹			5.4	5.4		

29	Matador 360-401 V8 4 Bbl. Wagons		Recommended Tire Sizes			
			H78 HR78 HR70-14	H78 HR78 HR70-15		
Recommended Cold Inflation Pressure for Maximum Loaded Vehicle Weight		Front	20	20		
		Rear	28	28		
Tire Reserve Load Percentage ¹			3.9	3.9		

(1) The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

STOPPING DISTANCE

Federal Motor Vehicle Safety Regulation No. 575.101

The charts on the next five pages indicate the braking performance that can be met or exceeded by the American Motors vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

All stops, which are measured in feet, were made from a vehicle speed of 60 MPH. In performing such stops, the brake pedal applied effort did not exceed 150 pounds, and as mentioned above, wheel lock-up was not permitted. For both lightly-loaded and maximum-loaded vehicle conditions, the fuel tank was filled between 90% and 100% of total capacity. During the entire stop, the transmission was in neutral (or clutch disengaged), to eliminate the effect


of "engine braking." Prior to the brake tests, brakes were "burnished" by conducting 200 stops from 40 MPH.

The stopping distance shown for "emergency service brakes, with partial service brake system failure," means that the tests were conducted with either the front or rear hydraulic brake system inoperative. A red "BRAKE" warning light in the instrument panel will indicate the rare condition of losing hydraulic pressure in one of the brake systems. This represents a highly adverse stopping condition for either light or maximum loads when either front or rear service brakes are inoperative. Note, that the same red "BRAKE" warning light may also indicate if parking brakes are applied.

The stopping distance shown for "brake power" unit failure, maximum load" naturally applies only to cars equipped with power brakes or power disc brakes on

which the power assist unit is rendered inoperative, thus simulating a highly adverse and rare condition.

It should be noted that stopping distances are affected by a great number of variables involving car condition and equipment, car speed and attitude, passenger and cargo load, tire mileage and pressure, weather and temperature conditions, road surface conditions, plus the driver's ability and reaction time.

See charts 

35	Gremlin Six Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational } Service Brakes } Emergency Service Brakes* Brake Power Unit Failure, Max. Load	Light Load		220		
	Max. Load		205		
			(Not Applicable)		441

36	Gremlin Six Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational } Service Brakes } Emergency Service Brakes* Brake Power Unit Failure, Max. Load	Light Load		220		
	Max. Load		199		
					413

*With partial service brake systems failure

37	Gremlin V-8 Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		195			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		417			
Brake Power Unit Failure, Max. Load		(Not Applicable)			

38	Gremlin V-8 Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		190			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		417			
Brake Power Unit Failure, Max. Load		220			




39	Hornet Six Sedan Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		200			
Service Brakes { _____ Max. Load		198			
Emergency Service Brakes*		450			
Brake Power Unit Failure, Max. Load		(Not Applicable)			





40	Hornet Six Sedans Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		195			
Service Brakes { _____ Max. Load		198			
Emergency Service Brakes*					401
Brake Power Unit Failure, Max. Load		250			



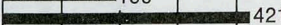
41	Hornet V-8 Sedans Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		195			
Service Brakes { _____ Max. Load		190			
Emergency Service Brakes*		420			
Brake Power Unit Failure, Max. Load		(Not Applicable)			





42	Hornet V-8 Sedans Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		190			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		420			
Brake Power Unit Failure, Max. Load		218			




*With partial service brake systems failure


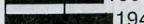
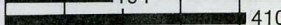

43	Hornet Six Wagons Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load		(Not Applicable)			

44	Hornet Six Wagons Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load					

45	Hornet V-8 Wagons Drum Brakes (Manual Only)	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load		(Not Applicable)			

46	Hornet V-8 Wagons Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load					

47	Pacer Six Drum Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load		(Not Applicable)			

48	Pacer Six Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load					
Service Brakes { _____ Max. Load					
Emergency Service Brakes*					
Brake Power Unit Failure, Max. Load					

*With partial service brake systems failure

49	Matador Six 4-Dr. Sedan Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		185			
Service Brakes { _____ Max. Load		185			
Emergency Service Brakes*		420			
Brake Power Unit Failure, Max. Load		250			

50	Matador Six 4-Dr. Sedan H.D. Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		186			
Service Brakes { _____ Max. Load		198			
Emergency Service Brakes*		390			
Brake Power Unit Failure, Max. Load		275			

51	Matador V-8 4-Dr. Sedan Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		180			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		430			
Brake Power Unit Failure, Max. Load		275			

52	Matador V-8 4-Dr. Sedan H.D. Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		186			
Service Brakes { _____ Max. Load		198			
Emergency Service Brakes*		408			
Brake Power Unit Failure, Max. Load		295			

53	Matador Six Coupe Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		188			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		423			
Brake Power Unit Failure, Max. Load		280			

*With partial service brake systems failure

54	Matador V-8 Coupe Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		190			
Service Brakes { _____ Max. Load		180			
Emergency Service Brakes*		430			
Brake Power Unit Failure, Max. Load		285			

55	Matador Six Coupe H.D. Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		186			
Service Brakes { _____ Max. Load		198			
Emergency Service Brakes*		390			
Brake Power Unit Failure, Max. Load		275			

56	Matador V-8 Coupe H.D. Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { ——— Light Load		186			
Service Brakes { ——— Max. Load		198			
Emergency Service Brakes*		408			
Brake Power Unit Failure, Max. Load		295			

57	Matador V-8 Wagon Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational { _____ Light Load		195			
Service Brakes { _____ Max. Load		195			
Emergency Service Brakes*		390			
Brake Power Unit Failure, Max. Load		275			

58	Matador V-8 Wagon H.D. Disc Brakes	Stopping Distance in Feet from 60 mph			
		100	200	300	400
Fully Operational } _____ Light Load		198			
Service Brakes } _____ Max. Load		198			
Emergency Service Brakes*		415			
Brake Power Unit Failure, Max. Load		295			

*With partial service brake systems failure

